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Volume I

Wednesday
25th February , 1953

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE

OFFICIAL REPORT

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THE PARLIAMENTARY DEBATES

(Part I—Questions and Answers)

OFFICIAL REPORT

HOUSE OF THE PEOPLE

Wednesday, 25th February, 1953.

The House met at Two of the Clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS.

EXCHANGE OF ENCLAVES

***320. Shri S. C. Samanta:** Will the **Prime Minister** be pleased to state:

(a) whether the question of exchanging enclaves lying on both sides of the demarcation line of East and West Bengal has been discussed and examined by the Governments of the two Bengals either jointly or individually;

(b) if so, what are the decisions; and

(c) if not, what temporary steps have been taken by both Governments to ease the difficulties faced by the inhabitants in the enclaves?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) and (b). The West Bengal Government took up the question with the East Bengal Government in 1951. No decision has been reached yet on the terms of exchange.

(c) A Chief Secretaries Conference in 1950 agreed on certain arrangements to mitigate the difficulties of the inhabitants. But the arrangements did not work well in practice. The position was reviewed at the recent Indo-Pakistan Passport Conference. It was agreed that certain travel facilities should be given. They will help in reducing the difficulties.

Shri S. C. Samanta: May I know, Sir, whether after the recent Conference any arrangement for the movement of grain or agricultural produce has been made?

Shri Anil K. Chanda: The decisions of the Conference have not yet been ratified. **Therefore the** position today is as it was before.

Shri S. C. Samanta: I wanted to know, Sir, whether any interim arrangement has been made for the movement?

Shri Anil K. Chanda: The decisions are to be ratified by the 31st March and no interim arrangements have been made.

Shri S. C. Samanta: May I know the extent and population of these enclaves on both sides?

Shri Anil K. Chanda: We have 130 enclaves in Cooch-Behar and the area is 20957 acres and the population 12602. The Pakistan enclaves are 93 in number and their area is 12152 acres and the population approximately about 11,000.

Shri S. C. Samanta: May I know whether any police or non-official raid has been made on these enclaves from any one **of the sides?**

Shri Anil K. Chanda: We have no information at the moment, Sir.

LICENCE FEE ON PAKISTANI JUTE

***321. Dr. Ram Subhag Singh:** Will the Minister of **Commerce and Industry** be pleased to state what has been the outcome of India's protest to the Intersessional Committee under G. A. T. T. over Pakistan's discriminatory treatment in levying a licence fee of Rs. 2-8-0 per maund on jute?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): The G.A.T.T. Intersessional Committee have made certain recommendations. It is expected that there would be discussions between the Government of India and the Government of Pakistan on this basis before long.

Dr. Ram Subhag Singh: Is it true that the Government of Pakistan had made certain counter-charges against India to the Intersessional Committee of the G.A.T.T.?

Shri T. T. Krishnamachari: It is true, Sir, that they pointed out the fact that we are levying a surcharge on coal as being discriminatory.

Dr. Ram Subhag Singh: May I know, Sir, whether our charges against Pakistan and the Pakistani counter-charges are being considered by the Committee and are treated on an equal footing?

Shri T. T. Krishnamachari: As I have said, Sir, the Chairman of the Intersessional Committee has made certain suggestions. His suggestions are before the Governments of Pakistan and India. It is expected some discussion will ensue.

Shri Kelappan: Is it a fact that the Pakistan Government have decided not to import jute manufactures from India and they would rather prefer doing without Indian manufactures?

Shri T. T. Krishnamachari: I do not think, Sir, there is any definite basis for this. It is a fact that Pakistan are establishing their own jute mills. Perhaps they expect to become self-sufficient.

DISPUTED ISLAND VILLAGES ON GOPALPARA-RANGPUR BORDER.

*322. **Dr. Ram Subhag Singh:** Will the **Prime Minister** be pleased to state whether the joint survey of the disputed island villages along the Gopalpara-Rangpur border has been made as was agreed to at the 26th conference of the Chief Secretaries of West Bengal, East Bengal, Assam and Tripura in November, 1952?

The Dtputy Minister of External Affairs (Shri Anil K. Chanda): Yes.

Dr. Ram Subhag Singh: May I know, Sir, how long it would take to make a survey of these villages?

Shri Anil K. Chanda: As I have said, Sir, the survey has been completed.

Dr. Ram Subhag Singh: On what basis do Government expect to get these villages exchanged by the Government of Pakistan?

Shri Anil K. Chanda: I do not quite understand the question, Sir. It is a question of the survey of this area and the survey has been completed recently. We have not yet got the report.

Dr. Ram Subhag Singh: What is the purpose of that survey?

Shri Anil K. Chanda: It is a contested piece of area. Some small islands in the river Brahmaputra, we claim that they belong to us and they say that they belong to them. A joint survey has been completed. We have not yet received the final report.

Shri Beli Ram Das: In whose possession are the islands at present?

The Prime Minister (Shri Jawahar-Nehru): There are a number of small islands and normally speaking nobody lives on them. That is why disputes arise. We have not received the full report yet. We have only been informed that the survey has been completed. The report will come presently.

Shri K. K. Basu: May I know whether there is an agreement as a result of this survey or are there still differences between the parties?

Shri Jawaharlal Nehru: So far as we know, the survey has been completed by both parties working together. I cannot precisely say that there is complete agreement but the presumption is that it has been an agreed survey.

INDO-AUSTRIAN TRADE AGREEMENT

*323. **Dr. Ram Subhag Singh:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that an Indo-Austrian Trade Agreement was recently signed between India and Austria;

(b) if so, since when that Agreement has come into force; and

(c) what are the chief terms of that Agreement?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) Yes, Sir.

(b) 1st July 1952.

(c) Attention of the hon. Member is invited to the copies of the trade agreement placed in the Library of the House.

Dr. Ram Subhag Singh: May I know, Sir, the trade position between India and Austria since this agreement came into force?

Shri T. T. Krishnamachari: In regard to exports and imports, Sir, I would like to have notice.

Shri N. Sreekantan Nair: May I know, Sir, whether there is export of coir mats in this agreement?

Shri T. T. Krishnamachari: Yes, Sir, coir yarn forms part of the agreement.

Shri K. K. Basu: May I know whether under this agreement any capital goods are going to be imported from Austria?

Shri T. T. Krishnamachari: The agreement does not prevent, Sir, the import of capital goods from Austria.

Shri A. V. Thomas: Is tea one of the items?

Shri T. T. Krishnamachari: Yes, Sir.

Mr. Deputy-Speaker: Next question, No. 324.

Shri V. P. Nayar: Question No. 330 dealing with matches may also be taken along with this, Sir.

Mr. Deputy-Speaker: Yes, these two may be answered together.

[MATCH FACTORIES

*324. **Shri A. C. Guha:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the number of Indian-owned and foreign-owned match factories in India—State by State—in 1950, 1951 and 1952:

(b) whether Government have received any representation from the Indian-owned factories of unfair competition from foreign-owned match factories; and

(c) whether there is any control over the production of these factories?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) A statement is laid on the Table of the House. [*See* Appendix III, annexure No. 9]

(b) Some smaller units had represented last October that they are unable to compete with larger mechanised units.

(c) There is no statutory control.

MATCH FACTORIES

*330. **Shri V. P. Nayar:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the number of Match Maunfacturing factories in India, as on the 1st January, 1953:

(b) the number of match factories in which the Western India Match Company (WIMCO) has investments, together with the names of such factories;

(c) the total capital invested by WIMCO in Indian Match Industry and the percentage of such capital in the overall investment in the Industry till the 1st January, 1953; and

(d) the number and names of Match Factories if any, which closed down in India from the 15th August 1947 to the 1st January, 1953, and the reasons therefor?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) 147.

(b) Messrs. Western India Match Co. Ltd., have invested in the following five match factories in India:—

(1) M/s. Western India Match Co. Ltd., Ambernath, Bombay.

(2) M/s. Western India Match Co. Ltd., Washermanpet, Madras.

(3) M/s. Western India Match Co. Ltd., Clutterbuckganj, Bareilly, U.P.

(4) M/s. Western India Match Co. Ltd., Alembazar, P. O. 24, Parganas, West Bengal.

(5) M/s. Assam Match Co. Ltd., Dhubri, Assam.

(c) Precise information is not available.

(d) Many small factories have closed down owing to uneconomic production or poor finances. Government have no definite information regarding their exact number or names. 66 new factories have come into existence.

Shri A. C. Guha: From the statement laid on the Table I find that the number of Indian companies has come down from 198 to 142. May I know how the production of the existing companies has been affected?

Shri T. T. Krishnamachari: Production has gone up, Sir.

Shri V. P. Nayar: May I know, Sir, what percentage of matches produced in India is produced on the basis of cottage industry and what is the percentage produced in mechanised factories?

Shri T. T. Krishnamachari: 430,770 cases, each of 50 gross boxes in 1952 were produced by Wimco; the others produced 176,902 cases.

Shri A. C. Guha: In view of the statement made by the hon. Minister that the smaller companies cannot compete with mechanised factories, has the Government any idea of putting some control over production as has been done in the case of electric bulbs?

Shri T. T. Krishnamachari: No, Sir.

Shri P. T. Chacko: May I know, Sir, whether Government have taken any steps to encourage and develop the cottage match industry, as contemplated in the Five Year Plan?

Shri T. T. Krishnamachari: Yes, Sir. The cottage industry gets a definite benefit in regard to excise duty. The smaller the factory the greater the benefit. In regard to provision of supplies like refined sulphur Government treat these cottage industry units as their special concern.

Shri Jaipal Singh: May we know whether one of the raw materials in the production of matches, match wax, is indigenously provided or is it still in the world pool and also what is the quantity that we have to take from the outside world?

Shri T. T. Krishnamachari: I am not aware, Sir, whether there has been any world pool in regard to supplies of raw materials needed, unless it be sulphur. In regard to the latter part of the question, I would like to have notice.

Shri V. P. Nayar: May I know whether Government are aware that the restrictions on the export of soft wood having been removed in the Travancore-Cochin State, the Travancore-Cochin match factories had to be closed down because Wimco's are able to purchase, with all their huge capital behind them, all the soft wood?

Shri T. T. Krishnamachari: I would like to have notice, Sir.

Several Hon. Members *rose*—

Mr. Deputy-Speaker: At this stage, I would like to submit to hon. Members one point for consideration. I find that in the House of Commons as many as forty to fifty questions are answered every day and only two supplementaries are allowed on each question. I find that we here are not able to do more than ten or twelve questions at the most per day, with the result that the other questions are all blocked. We concentrate upon individual questions not knowing that there are many other questions of equal importance which are blocked. Under those circumstances, I would like hon. Members to consider whether supplementary questions may not be restricted to between three and five. I am not adopting this practice immediately. Hon. Members will kindly consider this matter and try to adopt this procedure from Monday onwards.

Taking this question for instance, it seeks to elicit information about the number of Indian-owned and foreign-owned match factories in India, the names of such match factories, etc. I feel that such questions need not be answered on the floor of the House. A statement may be laid on the Table by the hon. Minister and if any further questions arise they may be asked later on. That will save the time of the House. I would also like to urge upon hon. Ministers that whenever statements are laid on the Table of the House, in answer to questions, they may be as complete as possible.

Very often I find that questions relating to details are asked on the floor of the House. Hon. Ministers may not have information regarding details at the tip of their fingers. Therefore, in such cases there is nothing to prevent hon. Members from writing to the hon. Ministers and getting the information. I am sure that hon. Ministers will be only too willing to give as much information as possible to hon. Members. If this practice is adopted a number of important questions will not be blocked. I realise it is not possible for hon. Members to adjust themselves to this procedure in one day; so, let us start this procedure from Monday next.

Shri V. P. Nayar: There is one reason for our asking more supplementaries. We find that very often the answers given by hon. Ministers are very evasive.....

Shri K. K. Basu: Also provocative.

Mr. Deputy-Speaker: Provocation breeds provocation. I do not know from which quarter it starts. Possibly it starts from the questions. It is no good using such language.

And again, I will allow only such supplementaries as can possibly be anticipated and arise out of the questions. Very often I find that some information is kept in the pocket and sprung upon the Ministers.

In these circumstances, I will only allow two or three supplementaries and at the most five in very important matters, and only such questions as arise out of the ones tabled. If we work on that basis we will be able to do, a good number of the questions which are now blocked. I have now restricted the number of questions which are printed to thirty to thirty-

five. Even that we are not able to do.

Sardar Hukam Singh: Will the hon. Member who has tabled the question get any preference in the matter of supplementary questions?

Mr. Deputy-Speaker: Of course he will be given preference. I shall try to distribute the supplementaries to others as well

Shri Kelappan: Will it be possible to give us written answers to the questions tabled beforehand so that Question-hour may be devoted to supplementary questions?

Mr. Deputy-Speaker: That matter was considered a number of times and it was decided that the importance of the Question-hour would disappear if printed answers are distributed beforehand.

Shri A. C. Guha: I would like to ask one supplementary on this question. The hon. Minister stated that the Government have no intention of taking any steps to restrict the production of bigger companies. May I know whether Government has got any plan to save the smaller cottage factories?

Shri T. T. Krishnamachari: There is one important factor to be considered in this connection. Hon. Members apparently lose sight of the fact that these match factories serve a purpose: that is they serve the purpose of the consumers. If it is the intention of Parliament that the consumer must be sacrificed at the altar of the smaller match factories, well Parliament can indicate their view and Government will follow it up.

The point really is we want to synthesise between the claims of the smaller factories and the claims of the consumer to the extent we can. If we ban the bigger factories, the consumer will have to pay the price.

In this connection, Sir, I would like to say a word in regard to the completeness of the answers provided. Between questions 324 and 330 I have got eighteen pages of notes here. If any supplementary is asked outside the material I have, I must naturally want notice.

Shri Jaipal Singh: Before we go on to the next question, I would like to point out that my question was in regard to match wax; but the hon. Minister directed us to sulphur. I had only asked a straightforward question as to whether one of the raw materials for the production of matches in this country was made indigenously.

Mr. Deputy-Speaker: How does it arise out of these two questions?

Shri Jaipal Singh: The question of control comes in.

Mr. Deputy-Speaker: Control means composition—is it?

The first question is about the Indian-owned and foreign-owned companies. So what exactly are the components and whether they are indigenously produced or imported, do not arise out of this question

Then Question No. 330 relates to the number of match manufacturing factories; the number of match factories in which the Western India Match Company have investment; the total capital; the names of match factories, etc. I cannot imagine, how this question arises?

Shri Jaipal Singh: There is the word "unfair".

Shri T. T. Krishnamachari: May I help to cut the discussion short. The question asked was about a pool in regard to match wax. I said the pool referred to sulphur which is now controlled by the International Scarce Materials Conference and we supply refined sulphur which is not controlled by the International Conference to the same extent. I said no other article is in the pool—that was my answer.

Shri Jaipal Singh: Do I understand that the match wax produced by the Digboi Oil Company in Assam is not in the international pool?

Mr. Deputy-Speaker: I am afraid we are straying far beyond the question. Next question.

INTERNATIONAL COTTON CONFERENCE BOMBAY

*325. **Sardar Hukam Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) the names of the countries which were represented at the International Cotton Conference in Bombay on 2nd January, 1953; and

(b) what were the decisions taken and what will be their repercussions on our textile industry?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) and (b). There was no such International Cotton Conference at Bombay on the 2nd January, 1953.

Sardar Hukam Singh: Was any such Conference held in January here in

India at which other countries participated?

Shri T. T. Krishnamachari: No, not to my knowledge.

INDO-PAKISTAN BOUNDARY DEMARCATION

*326. **Shri B. K. Das:** Will the **Prime Minister** be pleased to state:

(a) what distances of boundaries between the two Bengals, Assam and East Bengal and Indian and Pakistan territories on the Western border of India have so far been actually demarcated on land;

(b) what progress has been made in other works connected with the demarcation of boundaries in these areas; and

(c) what are the outstanding disputes over the boundaries and at what places?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) Out of approximately 830 miles of the boundary between West Bengal and East Bengal a length of 435.27 linear miles has been demarcated. The boundaries between Assam and East Bengal and between India and Pakistan on the Western border of India still remain undemarcated.

(b) and (c). A statement is laid on the Table of the House. [*See* Appendix III, annexure No. 10]

Shri B. K. Das: From the statement I find on page 2 that there is a dispute which has arisen recently on some agreed matter, and on page 3 that there are other disputes also regarding the Patharia Hill reserve and the Kushiara river, which are all old disputes. I mean that these disputes arose just after the Bagge Tribunal gave their award. I want to know what steps are taken regarding the new disputes that have arisen as well as the old disputes which have been hanging on for the past three or four years?

Shri Anil K. Chanda: The steps are that the usual correspondence takes place and when the Chief Secretaries and other representatives meet they discuss these problems.

Shri B. K. Das: May I know whether the time stipulated for finishing this work, that is March 1953, will be extended further, and if so how far?

Shri Anil K. Chanda: If it is necessary, obviously the time will be extended. But I am afraid I can't say at this moment.

Shri S. C. Deb: Is the hon. Minister aware that in the month of January there was some trouble about removal of some stones on the border near about Patharia Hills?

Shri Anil K. Chanda: Sir, we are discussing the demarcation of boundaries.

ADDITIONAL COMMUNITY PROJECTS

*327. **Shri Barman:** Will the Minister of **Planning** be pleased to state:

(a) whether, besides the 55 Community Projects already decided upon, Government intend to launch more projects in the year 1953;

(b) if the answer to part (a) above be in the affirmative, which are the States where these additional projects will be started; and

(c) whether it proposed to start them in regions, which have not been allocated with any of these 55 projects?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes.

(b) and (c). Proposals have been invited from State Governments. Location of projects will be decided after considering them.

Shri N. Sreekantan Nair: May I know on what criteria the new projects will be undertaken, on the basis of the population or the area of the States?

Shri Hathi: Population of course will be there; but primarily the needs of the area, the response of the people expected and the manner in which the present projects have worked will be taken into consideration.

Shri Barman: Is it proposed to give a direction to the State Governments, while asking for the location of these projects, to indicate the desire of Central Government so that these new projects may be started in regions which have not been served as yet by these 55 projects?

Shri Hathi: Actually the State Governments have been asked that before formulating their proposals these things may be taken into consideration.

Shri M. D. Joshi: May I know whether the Government of Bombay has submitted any new proposals?

Shri Hathi: Not as yet.

Shri S. N. Das: May I know whether any allotments have been made to the

State Governments for which their recommendations have been invited?

Shri Hathi: No allotments have yet been made. Only their recommendations have been invited.

Shri Kelappan: May I know how many new projects are proposed to be undertaken?

Shri Hathi: Fiftyfive blocks.

Shri Jaipal Singh: In view of the fact that territories in our North-East frontier have not been served, is priority going to be given to our frontier province in the North-East?

Shri Hathi: That will also be taken into consideration.

STATE-OWNED ORGANISATION FOR HANDLING EXPORT TRADE

*328. **Shri M. L. Dwivedi:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether any of the recommendations of the Committee set up to examine the question of setting up a State-owned or State-sponsored organisation for handling any sector of the foreign trade has been found to be acceptable to Government;

(b) whether the two-man small committee appointed to make a quick examination and to review the position in the light of developments, particularly the falling markets and the uncertain trends in India's International trade, have submitted their report;

(c) if so, the steps taken or likely to be taken by Government to implement the recommendations; and

(d) whether Government propose to lay on the Table of the House a copy of the report of this reviewing committee?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) The recommendations of the State Trading Committee set up in 1949 were examined by Government and it was considered that they required to be reviewed in the light of present changed conditions. A smaller Committee has accordingly been set up to make a further examination of the problem.

(b) No, Sir. The Committee is still at work.

(c) Does not arise.

(d) Yes, Sir.

Shri M. L. Dwivedi: What is the time which has elapsed since the appointment of this Committee which had to finish its labours quickly?

Shri T. T. Krishnamachari: Roughly about six months. Sir.

Shri V. P. Nayar: May I know whether the enquiries made so far have revealed the profits made by foreign enterprise handling India's foreign trade?

Shri T. T. Krishnamachari: I do not think that comes within the terms of reference to this Committee.

Shri A. C. Guha: May I know the composition of this Committee?

Shri T. T. Krishnamachari: Shri S. V. Krishnamoorthy Rao, M.P. and Shri B. P. Jhunjhunwala, M.P. constitute the Committee.

Pandit Thakur Das Bhargava: May I know by what time it is expected that the Committee will finish its labours?

Shri T. T. Krishnamachari: Well, Sir, I presume it will be in another six to eight weeks.

Shri M. L. Dwivedi: May I know the reasons for the falling markets and uncertain trends in India's international trade?

Mr. Deputy-Speaker: How does it arise out of this question?

Shri M. D. Ramasami: In view of the setback in the trade of handloom cloth in foreign markets is it the intention of Government to set up a state-owned or state-sponsored institution for that trade?

Mr. Deputy-Speaker: He wants to know whether a separate institution or corporation for the export trade of handloom cloth is proposed to be set up.

Shri T. T. Krishnamachari: Sir, for one thing the All-India Handloom Board is now seized of this matter. Of course suggestions are made, there are suggestions galore in regard to the manner in which exports should be handled. At the moment we have not before us any serious proposal for setting up a corporation.

GRANTS FOR PROMOTION OF SALES ABROAD.

*329. **Shri V. P. Nayar:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether grants similar to that made to the Indian Jute Mills Association to assist their publicity Campaign in U.S.A. have been made or offered by the Government of India for the promotion of the sale of any other Indian commodity in U.S.A. or in any other foreign country; and

(b) if the answer to part (a) above be in the affirmative, whether Government propose to lay on the Table of the House a statement showing the details of such grants made in 1950 and 1951 and made or offered in 1952?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) Yes. Contributions have been made in the past to the International Tea Market Expansion Board for the promotion of sale of tea in overseas countries.

(b) A statement giving the requisite information is laid on the Table of the House.

STATEMENT

India's contribution to the International Tea Market Expansion Board.

Year (1st October to 30th Sept.)	Amount
	(Rs.)
1949-50	56,17,218
1950-51	36,73,469
1951-52	61,23,400

Shri V. P. Nayar: In view of the decline in the exports of coir and the consequent unemployment of lakhs of people in Travancore-Cochin State, may I know Sir whether Government have taken any steps for the promotion of the sale of coir and coir goods such as mats and mattings in foreign countries?

Shri T. T. Krishnamachari: Yes. Sir, we have asked all our Trade Commissioners to bestow some attention to this matter, and I am glad to say that the position is not as bad as it was about eight or nine months back. We include coir in the trade agreements. I would also like to inform the hon. Member that it is proposed to bring before this House a Bill in order to set up a statutory Coir Board to deal with all problems relating to coir, both the sale of coir internally and abroad.

Shri V. P. Nayar: A part from writing to our various Trade Commissioners is concerned, may I know whether any actual grant has been made for the promotion of sale of coir?

Shri T. T. Krishnamachari: If a grant has been made to any external organisation it would have found a place in the statement I have placed on the Table of the House.

Shri V. P. Nayar: Arising out of the statement laid on the Table, may I know the machinery through which the Rs. 61 and odd lakhs are spent?

Shri T. T. Krishnamachari: The International Tea Market Expansion Board.

Shrimati Tarkeshwari Sinha: May I know who are the members of the Board for carrying on this propaganda campaign for selling tea in the United States and whether Government is making some contribution to that organisation for carrying on propaganda?

Shri T. T. Krishnamachari: I am afraid my hon. friend had missed the answers which were given on the floor of the House. A Tea Council has been set up in the United States in collaboration with the tea trade in the United States and with the Governments of Indonesia and Ceylon. The membership of the Board will be 6 Members for the countries who participate in it financially and 6 Members of the tea trade. The contribution that India would give under the present arrangement will be 450,000 dollars.

PURCHASE OF KHADI BY GOVERNMENT

*331. **Shri Dabhi:** Will the Minister of **Commerce and Industry** be pleased to state the policy of Government regarding the purchase of *Khadi* for their cloth requirements?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): The policy of Government is to encourage the use of *khadi* for Government purposes as far as this is feasible consistently with the specialised needs of the different services and a reasonable degree of economy.

Shri Dabhi: May I know the value of the annual cloth requirements of the Central Government and the extent to which these requirements are met from *Khadi*.

Shri T. T. Krishnamachari: I would like to have notice.

Shri Dabhi: May I know what prevents Government from meeting most of their cloth requirements from *khadi*?

Shri T. T. Krishnamachari: If any reasons do operate, Sir, against the use of *khadi* to the extent my hon. friend wants, the reasons have been stated in the answer to the question.

Babu Ramnarayan Singh: May I know what steps Government are taking to encourage the produce and use of *khadi*?

Shri T. T. Krishnamachari: The question is coming later but I could tell the hon. Member that we have constituted an organisation for this purpose. The organisation has started working. Certain grants have been made. They have made certain proposals. We do propose to place at their disposal larger funds for the year 1953-54 and my hon. friend may be patient for some time. Government are serious in their desire to encourage *khadi*.

Shri M. D. Ramasami: Is there any intention of purchasing handloom cloth?

Mr. Deputy-Speaker: This relates to *khadi*. That quetsion does not arise.

Shri Kelappan: Will the hon. Minister give the figures of the purchase of *khadi* by the Central Government for the last three years?

Mr. Deputy-Speaker: That does not arise out of this.

Shri Velayudhan: May I know whether only the *chaprasis* of the Government of India were compelled to wear these clothes and not any other officers?

Shri T. T. Krishnamachari: Also the Ministers.

GIRIDIH GROUP OF COLLIERIES (RETRENCHMENT)

*332. **Sardar A. S. Saigal:** (a) Will the Minister of **Production** be pleased to state whether it is a fact that 2,000 workers from Giridih group of collieries are going to be retrenched in the near future?

(b) Have Government received any representation and if so, on what date?

(c) Is it a fact that Bengal and Bihar colliery owners are parties to a dispute already referred to the Industrial Tribunal at Dhanbad?

(d) Is it a fact that a "Fact Finding Committee" was appointed and if so, what are its findings with regard to the retrenchment mentioned in part (a) above?

The Minister of Production (Shri K. C. Reddy): (a) Yes.

(b) Yes, on 2nd January, 1953 from Dr. P. B. Gupta in addition to other representations from the workers.

(c) Yes.

(d) Yes. The findings of the "Fact Finding Committee" are as follows:—

(1) The total number of surplus labour and staff in Giridih group of collieries at present is 2,457.

(2) More labour will be rendered surplus each year due to exhaustion of further working areas in the mines.

SHIP CONSTRUCTION AT HINDUSTAN SHIPYARD

*333. **Sardar A. S. Saigal:** Will the Minister of **Production** be pleased to state what is the cost of construction of a ship at Visakhapatnam and the cost in U.K.?

(b) Is it a fact that the cost of construction of a ship at Visakhapatnam is twenty-two lakhs more than that in U.K.?

(c) Have Scindias fulfilled the orders placed with them in 1950 for three cargo vessels as well as the orders placed in August 1951?

The Minister of Production (Shri K. C. Reddy): (a) and (b). The cost of a ship depends on its size and the type of machinery used. On the basis of a ship of 8,000 dead weight tons of the type built so far at the Shipyard, the present cost of construction in U.K. is uderstood to be about Rs. 59 lakhs while in Visakhapatnam it will cost about Rs. 76 lakhs.

(c) The six ships ordered by Government were delivered on the following dates: the first three by Scindias and the next three by the Hindustan Shipyard Limited in which Scindias are partners.

S.S. Jalapadma	18-1-51
S.S. Jalapalaka	3-4-51
S.S. Jalaputra	2-7-51
S.S. Jag Rani	9-6-52
S.S. Jalapratap	9-8-52
S.S. Jalapushpa	17-10-52

Dr. Lanka Sundaram: May I know the emoluments available to the French firm of naval experts which is running the yard and also the commission available to that firm for building ships?

Shri K. C. Reddy: I submit Sir, that the question does not arise out of this but if the Chair admits it, I shall try to answer.

Mr. Deputy-Speaker: Yes.

Shri K. C. Reddy: The Agreement with the French Company runs into several pages and several items are covered. The hon. Member wants to know what emoluments are paid to the experts of this French Company. For the efficient working of the Hindustan Ship yard, there are a few ex-

perts of the firm working there. I think, subject to correction—I have not got the exact figure here—they are given about Rs. 4000 per month each. With regard to the commission, I think it is about 4½ per cent. over-riding commission on the turnover each year at the shipyard. There are details also to which I cannot commit myself now without looking into the papers. If the hon. Member puts a separate question, I shall be glad to give him all possible information but if my memory serves me right, on a previous occasion, I think the terms of this Agreement have been laid on the Table of the House but I cannot vouchsafe for that exactly at the present moment.

Dr. Lanka Sundaram: I am not aware of the fact that the text of this Agreement was laid on the Table of the House. Will the hon. Minister undertake to place it on the Table?

Mr. Deputy-Speaker: He will do so.

Shri Jaipal Singh: The Hon. Minister has given us figures of a ship of 8000 tons draft. Does it mean that we cannot build a heavier ship?

Shri K. C. Reddy: We can build a ship upto 15,000 tons. For the present it has been considered that building ships of this tonnage would suffice our requirements.

Babu Ramnarayan Singh: In this regard, I want to know something from you, Sir. Once a supplementary is allowed by the chair, is it for a Minister to say whether a question arises or does not arise?

Mr. Deputy-Speaker: I am not omniscient. It is open to a Minister to draw my attention to the fact that it does not arise. He has to answer the question. I think it is legitimate for any hon. Member also to say that it does not arise.

Shri Jhunjhunwala: Arising out of the answer that cost of construction of ships in U.K. is Rs. 59 lakhs while ships constructed in India cost Rs. 76 lakhs, what are the main items on which we have to pay more?

Shri K. C. Reddy: I will try to answer that question. When the capacity of a ship yard is less than what it should be on an economic basis, the overhead charges will work out to be much more for each ship. Each shipyard has to build about 5 to 6 ships per year which is the minimum. In the Vizag shipyard, we are able to build only 3 to 4 ships every year. If we could have a better building programme, then the overheds will come down. Secondly the cost of labour is there. The nature of labour, whether they are skilled and efficient —all these have to be borne in mind. Then, there is the cost of iron and steel and other machinery that goes into the building of ships. The cost of steel that we get in our country as compared with the cost of steel in the U.K. is higher according to my information. There are several other factors also which come into the picture. If our ship-building yard is fully developed, when we have six berths which we have in view, and also rationalise the labour working there and also systematise the supply of steel in proper time sequence, I have no doubt that our prices will compare favourably with the U.K. prices. Even now I may say that our prices compare favourably with the cost of ship-building in the U.S.A. and some other countries.

Mr. Deputy-Speaker: Next question.

TRIPARTITE CONFERENCE ON TEA INDUSTRY

*336. **Shri Tushar Chatterjea:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the result of the Tripartite Conference that was held in December 1952 in Calcutta to discuss the crisis in tea industry;

(b) whether any agreed formula has been found;

(c) if so, whether the tea-garden owners are acting up to it;

(d) whether it is a fact that even after the Conference, some of the tea-garden owners in Assam and West Bengal have closed their gardens;

(e) if so, why and what step Government are taking for re-opening them; and

(f) what is the stand of the Government of India in regard to the supply of cheap rations to tea-garden labour?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) to (c). A copy of the Press Note released by Government on the 6th February, 1953 announcing the recommendations made at the Industrial Committee on Plantations which met on the 19th and the 20th December, 1952 in Calcutta and the action taken by Government thereon is laid on the Table of the House. [*See* Appendix III, annexure No. 11]

(d) Yes, Sir.

(e) The causes for the closure of tea gardens are the continued slump in tea prices and the inadequacy of financial resources of the gardens. The matter of securing the re-opening of tea gardens is now engaging the attention of the respective States Governments.

(f) This is a matter to be settled between labour, the tea garden owners and the appropriate State Governments.

Shri Tushar Chatterjea: May I know whether it is a fact that the bipartite agreement referred to in the Press Note included also a point that pending investigation, there would be no change in the working conditions and amenities?

Shri T. T. Krishnamachari: It may be that the bipartite recommendation did include that point. Since there is no tripartite agreement, I cannot say how far a bipartite recommendation is binding on the parties.

Shri A. C. Guha: May I recall that the hon. Minister stated in this House during the last session or in this session that when these concessions were given, it should be stipulated that there should be no discharge of labour and may I know whether that condition has been fulfilled?

Shri T. T. Krishnamachari: This particular question does not relate to the concessions given by the Government. The concessions given by the Central Government are more or less confined to giving guarantees to banks and I presume that in regard to those gardens which have benefited by these concessions, the agreement still holds good.

Shri H. N. Mukerjee: May we know why when labour and the owners happened to agree, the Government could not also agree at the same time?

Shri T. T. Krishnamachari: The labour and the owners are prepared to call the tune; but the Government have to pay the piper.

Shri P. T. Chacko: In view of the statement that there was no agreed resolution at the conference, may I know whether the Government representatives present there, tabled any resoluation containing any proposal to relieve the tea industry in its present crisis?

Shri T. T. Krishnamachari: The question was dealt with on more than one occasion in this House. I have answered this question before and my hon. colleague the Labour Minister did refer to this matter. In a tripartite conference of this nature, Government does not table resolutions.

Mr. Deputy-Speaker: Next question.

FORCED LABOUR

*338. **Shri M. R. Krishna:** Will the **Prime Minister** be pleased to state what are the findings of the Special Committee of the United Nations under the Chairmanship of Shri A. Ramaswamy Mudaliar regarding the existence of forced labour in the World?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): The *ad hoc* Committee on Forced Labour has not yet concluded its work. It is expected that the final report of the Committee will be considered at the fourth session which commences on April 17th.

Shri M. R. Krishna: May I know the countries in which Indian citizens are subjected to forced labour and what steps Government of India propose to take to relieve them from this trouble?

Shri Anil K. Chanda: I submit this does not arise out of this question.

Shri Velayudhan: May I know whether the forced labour that is existing in India will be taken into consideration by this Committee?

Shri Anil K. Chanda: The Committee had sent their questionnaire to us and we have sent our reply.

Babu Ramnarayan Singh: What are the materials that this Government have supplied to the Committee to consider this question?

Mr. Deputy-Speaker: Is it possible?

Shri Anil K. Chanda: It is a very long answer and it runs into 20 pages. I am not in a position to go into the details of the matter.

Mr. Deputy-Speaker: Next question.

INDIANS KILLED IN MALAYA

*339. **Shri M. R. Krishna:** (a) Will the **Prime Minister** be pleased to state how many Indians have been killed in the terrorist activities in Malaya?

(b) What were these Indians doing in Malaya?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) 248 Indians were killed by terrorists from the beginning of the Emergency upto the end of 1952.

(b) The Indians killed were earning their livelihood in Malaya as rubber tappers, estates labourers, policemen, motor drivers, school teachers, ticket examiners, or telephone operators. They were either engaged in the pursuit of their normal avocations or were travelling in trains or by road when they were killed.

Shri M. R. Krishna: May I know whether any compensation has been paid to the families of these people by the Government of Malaya?

Shri Anil K. Chanda: Compensation for loss of life or for injury in the case of civilians is paid by the Malayan authorities under the Emergency Civilian Injuries Compensation Regulations or the Worker's Compensation Act. No compensation, however, is paid for loss of property.

Shri M. R. Krishna: Have any requests been made by their families to the Government of India to rehabilitate them in India?

Shri Anil K. Chanda: I have no information.

Shri H. N. Mukerjee: Is it the desire of the Government to use the word 'terrorists' in regard to the insurgents in Malaya?

Shri Anil K. Chanda: The question itself refers to terrorist activities.

Shri K. K. Basu: May we know how many of them were killed by the police action there?

Shri Anil K. Chanda: The question refers to those killed in the terrorist activities; obviously, by the activities of the terrorists.

Shri H. N. Mukerjee: Is it a fact that these figures have no reference to whatever has happened in so far as the insurgence of the people in Malaya is concerned?

Shri Anil K. Chanda: I have supplied simply the facts about the Indians killed in the terrorist activities.

Shri P. T. Chacko: In view of certain Press reports that those terrorists were communists, may I know whether the Indian Communist party had anything to do with those terrorist activities?

The Prime Minister (Shri Jawaharlal Nehru): We cannot go into this question.

Mr. Deputy-Speaker: We do not go into this question.

Shri Jaipal Singh: To which of the many normal activities and professions that Indians carry on there did the people who were killed, belong? The hon. Minister gave a list of the various professions and said that Indians were killed due to terrorist activities. I want to know to which of the professions the people who were killed, belonged.

Shri Anil K. Chanda: Here is a list of 248 persons. Am I supposed to give the profession of each one of them?

Mr. Deputy-Speaker: No. Next question.

ALL-INDIA HANDLOOM BOARD

***340. Shri S. N. Das:** (a) Will the Minister of **Commerce and Industry** be pleased to state the important recommendations so far made by the All India Handloom Board?

(b) Which of these recommendations have been accepted and given effect to by Government?

(c) What were the important matters that were referred to the Board by Government for its opinion regarding development and improvement of handloom industry?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) to (c). A Statement is laid on the Table of the House. [*See* Appendix III, annexure No. 12]

Shri S. N. Das: From the statement, it appears that grants amounting to Rs. 233,405 and Rs. 242,323 were recommended to some States, and have been accepted by the Government for existing and fresh schemes respectively; may I know the States for which these schemes have been approved and accepted by the Government?

Shri T. T. Krishnamachari: I would like to have notice.

Shri S. N. Das: It is stated that a scheme for internal marketing of handloom cloth and another scheme for marketing of handloom fabrics in foreign markets, have been recommended by the Handloom Board, and that the recommendations are under the consideration of Government. May I know the important features of these schemes?

Shri T. T. Krishnamachari: They are still under consideration. I am afraid I am not in a position to answer that question.

Shri Dabhi: May I know the difference between the functions of this Handloom Board and those of the newly constituted *Khadi* Board?

Shri T. T. Krishnamachari: The *Khadi* and Village Industries Board will be more or less confining their activities to *Khadi* and village industries. The Handloom Board deals with handloom cloth, not necessarily made out of handspun yarn.

Shri Raghavaiah: May I know what are the handloom weavers' organisations, that are represented on this Handloom Board?

Shri T. T. Krishnamachari: No organisation, as such, is represented.

Shri Raghavaiah: Will the Government consider the desirability of seeing to it that representatives of handloom weavers' rganisations are given a place on this Board?

Shri T. T. Krishnamachari: The Government feel that adequate representation is provided for the views of the handloom weavers' organisations being represented on this Board.

JUTE INDUSTRY

*341. **Shri A. C. Guha:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government have made an all round review of the jute industry and its working during the last five years;

(b) whether Government have any idea of conducting an enquiry into the jute industry in all its aspects; and

(c) if so, when that enquiry is likely to be started?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) No special review has been made but ever since partition Government have been maintaining a close watch on the working of the industries from month to month.

(b) and (c). Government is considering the appointment, as soon as possible, of a Commission of Inquiry to undertake a comprehensive examination of the marketing practices regarding raw jute and jute manufactures.

Shri A. C. Guha: May I know whether the Government are aware of the fact that since the achievement of independence, there has been a fundamental change in the mechanism of the jute industry, inasmuch as all the three sectors of the industry, namely the supply of raw jute, the management of the jute mills and the exporting of jute goods, have practically come under the same set of people?

Shri T. T. Krishnamachari: I should prefer to defer expressing an opinion until the Commission of Inquiry reports.

Shri A. C. Guha: May I know whether the Commission will go mainly into the marketing of raw jute or also the whole gamut of the jute industry?

Shri T. T. Krishnamachari: Primarily, Sir, this Commission will go into the working of the jute industry, and the marketing of jute goods. Marketing of raw jute will necessarily form a part of this inquiry.

Shri A. C. Guha: Will not the terms of reference to the Commission also include the question whether the supply of raw jute may be taken over by the Government?

Shri T. T. Krishnamachari: No, Sir.

Shri L. N. Mishra: May I know whether it is a fact that the Government of India have accepted to offer coal at the cheapest rate to Pakistan provided it gets jute without paying license fees and higher duties?

Shri T. T. Krishnamachari: I am not aware of any such commitment entered into by the Government.

Shri L. N. Mishra: It it a fact that the Government of India propose to get more jute imports of lower quality from Pakistan on a liberal basis?

Shri T. T. Krishnamachari: The question of import of jute from Pakistan is more or less left to the needs of the jute industry. In fact Government do not encourage the import of lower qualities of jute from Pakistan.

Shri K. K. Basu: What will be the character of the Committee? Will it consist of departmental officers, or will any specialists be brought in?

Shri T. T. Krishnamachari: I would suggest to the hon. Member to wait and see.

Shri K. K. Basu: It will take much too long.

Shri A. C. Guha: May I know whether the hon. Minister is aware that

jute growers have often to pay over one hundred per cent. of interest on the sums taken from the middlemen?

Shri T. T. Krishnamachari: I take that information from the hon. Member.

Mr. Deputy-Speaker: I think opportunities will be given for making representations to the Commission.

COMMODITY CONTROLS COMMITTEE'S RECOMMENDATIONS

*343. **Shri Amjad Ali:** Will the Minister of **Commerce and Industry** be pleased to state the recommendations of the Commodity Controls Committee?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): The Committee has not yet concluded its labours.

Shri Amjad Ali: May I know when it is expected to complete its labours?

Shri T. T. Krishnamachari: I am afraid I am unable to answer that question. I have not asked the Chairman of the Committee when he will finish his report.

Shri Amjad Ali: How long have they been labouring?

Shri T. T. Krishnamachari: Six months, I believe, not the usual period that is necessary.

Mr. Deputy-Speaker: The Committee's recommendations are not before us. Next question, No. 344. Mr. Heda.

INDUSTRIAL HOUSING SCHEME

*334. **Shri Heda:** (a) Will the Minister of **Works, Housing and Supply** be pleased to state which are the States that are implementing their schemes for housing factory labour according to their plans for 1952-53 and which are those States that are lagging behind?

(b) Are there any States that are not able to take advantage of the Central grant for Housing?

(c) If so, which are those States and what are the reasons for their inability?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) to (c). I can only answer with reference to the Central Government's Subsidized Industrial Housing Scheme. On the presumption that the hon. Member wants to know the extent to which the State Governments as such, as distinct from Private Employers, are implementing the scheme, I place on the Table of the House a Statement showing the required information. [*See* Appendix III, annexure No. 13.]

Mr. Deputy-Speaker: Is Mr. Heda not here? I thought he was present. Very well, the answer is there.

Shri Venkataraman: Now that the question has been answered, may I ask a supplementary?

Sardar A. S. Saigal: No, no.

Shri Venkataraman: It has been put and answered, therefore you may allow a supplementary.

Mr. Deputy-Speaker: No, no. It is not necessary. Let us go to the next question.

POWER FROM DAMODAR VALLEY PROJECT

*346. **Dr. Amin:** (a) Will the Minister of **Irrigation and Power** be pleased to state what will be the immediate off-take of power from the Damodar Valley Project?

(b) What arrangements have been made for the full utilisation of the power generated at this Project?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The immediate maximum demand on the Damodar Valley Corporation system is about 22,000 KW. It is expected to rise to 80,000 KW by the end of 1953.

(b) Transmission and distribution systems are being laid to supply power to large bulk supply consumers. Requests have been received and are under consideration for supply of power to the extent of about 120,000 KW to big consumers. When this load materialises, all the firm power available from the system estimated at 200,000 KW will be fully utilised.

Dr. Amin: What are the main industries which will utilise this power?

Shri Hathi: The main consumers at present are:

(1) The Chittaranjan Locomotive Works.

(2) The Associated Power Company Ltd.

(3) The Indian Iron and Steel Company Ltd.

(4) The Government of Bihar.

(5) The Sijua Electric Supply Ltd.

(6) The Dishergarh Power Supply Co. Ltd

The total demand is about 23,000 KW.

Further negotiations on the demand for the supply of power are going on with the following industries:

	KW
(1) The Tata Iron and Steel Company Limited	16000
(2) The Indian Copper Corporation	4000
(3) The Railway Workshop at Kharagpur	4000
(4) The Government of West Bengal	14000
(5) The Government of Bihar	24000
(6) The Indian Iron and Steel Company, Hirakud	12000
(7) The Aluminium Corporation of India	1200

Shri Jaipal Singh: The hon. Minister stated something about negotiations. Does it mean that there is not a defined area which is to be served by the Damodar Valley Corporation, and that it is a matter of negotiations?

Shri Hathi: The negotiations are with the concerns that want power.

Shri Jaipal Singh: Am I to understand that there is no competition or rivalry between my own domestic project, the Hirakud Project and the Damodar Valley Corporation?

Mr. Deputy-Speaker: How does the Hirakud project come here?

Shri Jaipal Singh: I want to know whether it is a matter of negotiation or not. Are there monopolistic areas that are demarcated?

Shri B. Das: They are trying to deprive the Hirakud project of orders for power.

Shri K. K. Basu: If there is compulsion to take electric power from any particular area, then that answer should come. Possibly that was the point my hon. friend was hammering at.

Shri Jaipal Singh: It is not merely a question of negotiations with any firm in this or that area. What I want to know is this. Is it defined very clearly that the D.V.C. will supply electrical energy within a certain territory, and that its right to supply energy will not in any way interfere with supply from other sources? Is there any such arrangement?

Shri Hathi: The negotiations are carried on by the D.V.C. But I shall enquire on this point.

WRITTEN ANSWERS TO QUESTIONS

Mutual Aid Agreements by U. S. A.

*319. **Shrimati Renu Chakravartty:** (a) Will the **Prime Minister** be pleased to state whether the attention of Government has been drawn to a report said to have been submitted by Dr. Clarence R. Decker, retiring Assistant Director of the Mutual Security Agency of the U.S., who has been in charge of the Agency's Far Eastern Operations?

(b) Have Government considered the reasons, given in the report, behind all mutual aid agreements entered into by the Government of U.S.?

(c) If so, have Government taken any steps to correct any wrong impression likely to be created by the report, regarding the nature of the aid India is receiving from the U.S.?

The Prime Minister (Shri Jawaharlal Nehru): (a) to (c). Government have not received or seen the report referred to in the question. A list of recommendations made by Dr. Clarence R. Decker has, however, been supplied to Government. Presumably, these are Dr. Decker's personal recommendations to the U.S. Government. The Government of India are not called upon to express any views on a report presented by an officer of the U. S. Government, to his Government. These recommendations do not refer to India specially.

Whenever any question relating to India arises, that is considered by the Government of India on the merits and in accordance with the policy of the Government.

Chief Election Commissioner's visit to Nepal

*334. **Shri Jajware:** Will the **Prime Minister** be pleased to state in what capacity the Chief Election Commissioner of India was sent to Nepal, and, whether the Government of India have, in any way, committed themselves to give help in future elections in Nepal?

The Prime Minister (Shri Jawaharlal Nehru): The Government of Nepal requested the Government of India to send them an experienced officer to advise on questions relating to the holding of elections in Nepal. The Government of India thereupon placed the services of the Chief Election Commissioner temporarily at the disposal of the Nepal Government. The Chief Election Commissioner visited Kathmandu for a week and gave advice in this matter. If any

further advice or help in regard to the organisation of elections is needed by the Government of Nepal, the Government of India will endeavour to give it. That is in conformity with their policy of helping friendly countries in such matters. There is no question of commitment of any kind.

INDIANS IMPRISONED IN FOREIGN COUNTRIES

*335. **Shri Jajware:** Will the **Prime Minister** be pleased to refer to the reply to my question No. 134 asked on the 10th November, 1952 regarding Indians imprisoned in foreign countries and state whether Government are now in a position to furnish the information?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): A statement containing the information available at present is placed on the Table of the House. [*See* Appendix III, annexure No. 14.]

COTTON TEXTILE INQUIRY COMMITTEE

*337. **Shri Madhao Reddi:** Will the Minister of **Commerce and Industry** be pleased to state whether the Cotton Textile Inquiry Committee has submitted the report of its findings?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): No.

RECRUITMENT IN THE 4TH ASSAM RIFLES

*342. **Shri Rishang Keishing:** (a) Will the **Prime Minister** be pleased to state whether it is a fact that certain percentage is reserved for recruitment in the 4th Assam Rifles in Manipur for the Manipuris of the hills and the plain?

(b) How many of them were given interview at the time of recruitment during the year 1952 and how many candidates were rejected?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) No. There is no reservation for Manipuris of the hills or the plains.

(b) 126 Manipuris were medically examined and 60 were rejected as medically unfit.

TALKS ON PASSPORT SYSTEM

*345. **Shri Heda:** (a) Will the **Prime Minister** be pleased to state what was the original date fixed for the Passport Talks with Pakistan Government?

(b) How many times was this date postponed?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) It was originally proposed to hold the talks some time in the last week of December 1952.

(b) Once only, to the last week of January 1953, when the talks were held.

BUILDING FOR AHMEDABAD BROADCASTING STATION

*347. **Dr. Amin:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether it is a fact that the Broadcasting Station at Baroda has been housed in a modern building with air-conditioned sound-proof rooms; and

(b) whether it is a fact that the Broadcasting Station at Ahmedabad has been housed in an ordinary rented building?

The Minister of Information and Broadcasting (Dr. Keskar): (a) The studios of Baroda Station are air-conditioned and have sound-proof doors.

(b) Yes, Sir.

ASSISTANCE FOR IRRIGATION PROJECTS IN U. P.

*348. **Shri Vittal Rao:** Will the Minister of **Irrigation and Power** be pleased to state whether the Government of India gave any financial assistance to the U.P. Government for its irrigation projects and if so, how much?

The Deputy Minister of Irrigation and Power (Shri Hathi): Yes, Sir. Loans amounting to Rs. 5 crores in 1949-50 for Development Schemes including Sarda Hydel Project and Rs. 1 crore in each of the years 1950-51 and 1951-52 for the Sarda Hydel Project were advanced to the U.P. Government.

AUTOMOBILE INDUSTRY

*349. **Shri Nanadas:** Will the Minister of **Commerce and Industry** be pleased to state the results of the enquiry of the Tariff Commission into the working of the Automobile Industry in India?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): The enquiry has not yet been completed.

DE-NEUTRALISATION OF FORMOSA

*350. **Shri Damodara Menon:** (a) Will the **Prime Minister** be pleased to state whether the Government of India have any statement to make on the reference made in President Eisenhower's message to Congress since taking office, to the rejection by China of the armistice proposals sponsored in the United Nations by the Government of India as being one of the reasons that led the Government of the United States of America to announce that the neutralisation of Formosa by the U. S. 7th Fleet was to end?

(b) Is it still the intention of the Government of India to continue their efforts to get China to agree to the armistice proposals sponsored by them in the United Nations or to any revised edition of the same?

The Prime Minister (Shri Jawaharlal Nehru): (a) The resolution sponsored by India in regard to the Korean War has no connection with subsequent developments. President Eisenhower's reference to it was apparently as a part of a narrative. The Government of India are not in a position to state what reasons may have led the Government of the U.S.A. to make any announcement, they are only concerned with the effects of any announcement, or any action taken. They would regret greatly if anything was done which heightens the tension at present existing or leads people to think that instead of going towards a peaceful settlement, there was a drift away from it.

(b) The Government of India believe that any satisfactory settlement of the Far Eastern conflict can only be achieved by an agreement of the major parties concerned in it. To that end their efforts had been directed in the past. They are unable to say at present what particular step they might take at the forthcoming meeting of the United Nations.

FOREIGN FIRMS

*351. **Shri Gidwani:** (a) Will the Minister of **Commerce and Industry** be pleased to state whether it is a fact that a number of foreign firms have not submitted to the Government of India a statement of their Indian and non-Indian employees in response to a circular issued to them by Government?

(b) What is the number of such firms?

(c) What steps have Government taken against the foreign firms which have refused to supply the required information?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) to (c). The hon. Member's attention is invited to the answer given in respect of Starred Question No. 203 on 20th February, 1953, and supplementaries thereon.

ILLUMINATION OF PUBLIC BUILDINGS

*352. **Shri Gidwani:** (a) Will the Minister of **Works, Housing and Supply** be pleased to state whether it is a fact that Government have decided to continue the illumination of certain important public buildings in New Delhi, as was done during the celebrations of the Republic Day?

(b) If so, what will be the total cost per year?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) The Government of India have decided to flood light certain important public buildings in New Delhi, as was done during the celebrations on the Republic Day, although on a somewhat restricted scale, in order to make the city look brighter, to make these buildings more prominent and to offer an attraction to tourists.

(b) Estimates of cost are being worked out but the cost may be taken as Rs. 10,000/- roughly per year on consumption of electricity and maintenance, Rs. 20,000/- on installation.

ACCUMULATION IN SINDRI FACTORY

*353. **Shri N. B. Chowdhury:** Will the Minister of **Production** be pleased to state:

(a) what quantity of fertiliser has accumulated at the Sindri Fertiliser Factory; and

(b) what are the reasons for such accumulation?

The Minister of Production (Shri K. C. Reddy): (a) The stock of Ammonium Sulphate at Sindri on 22nd February 1953 amounted to 74,084 tons.

(b) The accumulation was due to poor off-take which could be attributed to several factors, such as the uncertainty prevailing at the end of last year about the future of the Central Fertilizer Pool, an anticipation of possible decline in fertilizer prices, drought in some parts of the country, fall in purchasing power in rural areas, lack of credit facilities and the crisis in the tea industry resulting in a decline in the demand for fertilizer by tea plantations.

ऊन का निर्यात

*६५४. **श्री रघुनाथ सिंह** : क्या वाणिज्य तथा उद्योग मंत्री यह बतलाने की कृपा करेंगे कि :

(क) सन् १९५२ में भारत से कुल कितने मूल्य के ऊन का निर्यात किया गया;

(ख) क्या ऊन के इस निर्यात के फलस्वरूप कालीन उद्योग को कोई हानि हुई ; तथा

(ग) सन् १९५०, १९५१ तथा १९५२ में भारत से कुल कितने मूल्य के ऊनी कालीनों का निर्यात किया गया ?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) Rs. 8,61,72,000.

(b) No, Sir. Not to the knowledge of Government.

(c) 1950—Rs. 4,82,39,000
1951—Rs. 6,63,74,000
1952—Rs. 2,71,40,000.

Indian Mining Association

***355. Shri P. R. Rao:** (a) Will the Minister of **Production** be pleased to state whether it is a fact that the Indian Mining Association has submitted a memorandum to Government during the last week of January 1953?

(b) If the answer to part (a) above be in the affirmative, do Government propose to lay on the Table of the House a copy of the same?

(c) Is it in the contemplation of Government to consult the representatives of the Coal Miners before arriving at any decision?

(d) Has any increase in the price of coal been demanded in the memorandum?

The Minister of Production (Shri K. C. Reddy): (a) Yes.

(b) A copy of the memorandum is laid on the Table of the House. [*See* Appendix III, annexure No. 15.]

(c) Pending detailed examination of the memorandum, no opinion can be expressed on this point.

(d) Yes; the memorandum urges the restoration of the cut in coal prices imposed in November 1949.

Retail Rates of Salt

***356. Shri Balwant Sinha Mehta:** (a) Will the Minister of **Production** be pleased to lay on the Table of the House a comparative statement of retail rates per seer of salt prevalent in State by State, where district nominee system is in vogue and where it does not exist?

(b) What are the different types of control on salt exercised, State-wise?

(c) Do Government contemplate to repeal or modify the respective salt control orders and if so, when?

The Minister of Production (Shri K. C. Reddy): (a) A Statement is laid on the Table of the House. [*See* Appendix III, annexure No. 16.]

(b) A list showing the names of the States concerned and the different types of Control over salt exercised by them is placed on the Table of the House. [*See* Appendix III, annexure No. 17.]

(c) The question is under enquiry by the Commodity Controls Committee. After receipt of that Committee's report, the subject will be considered by the Government with a view to take a decision at an early date.

District Nominees for Sale of Salt

***357. Shri Balwant Sinha Mehta:** (a) Will the Minister of **Production** be pleased to state whether it is a fact that no persons except district nominees are allowed to import and sell salt in U.P.?

(b) Is it a fact that a monopoly for district nominees in U. P. exists and a person resident in another State is not allowed to import and sell his salt?

The Minister of Production (Shri K. C. Reddy): (a) Yes.

(b) The U.P. Government allow import of salt into their State only through Nominees appointed under the State Salt Control Order issued in 1947. Information as to whether the nominees are resident in U.P. or not, is not readily available. U. P. Government have been requested to furnish the required information.

Voluntary Labour Weeks

***358. Shri Badshah Gupta:** (a) Will the Minister of **Planning** be pleased to state as to what States in the Indian Union observed Voluntary Labour Weeks near about the 26th of January, 1953 for undertaking works of general welfare, *viz.* construction of roads, bridges, *panchayat* and school buildings, digging of pools, wells, tanks, etc.?

(b) What is the valuation of the total voluntary work done per State?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). Information is being collected and will be laid on the Table of the House as early as possible.

INDUSTRIAL HOUSING SCHEME IN RAJASTHAN

260. Shri Bheekha Bhai: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) the amount proposed to be given, both as loan and subsidy, under the Industrial Housing Scheme to the State of Rajasthan;

(b) the number of the houses proposed to be constructed in Rajasthan:

(c) whether the Government of Rajasthan have submitted any scheme for Industrial Housing; and

(d) if so, the location or places selected for the housing scheme?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) and (c). Rejasthan Government has not so far sent up any scheme.

(b) and (d). Do not arise.

SULPHUR

261. Shri A. M. Thomas: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the total estimated annual requirement of sulphur in our country; and

(b) the quantity that was imported intc India in the years 1951-52 and 1952-53?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) During the last two years (1951 and 1952), the average annual consumption of sulphur was about 52,000 tons. This year it is expected to be somewhat more.

(b) 1951-52	37,280 tons.
The first 8 months of 1952-53.	55,945 tons.

FINANCIAL ASSISTANCE TO PRIVATE FIRMS

262. Shri K. K. Basu: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the number and names of private firms which have been given financial assistance since August, 1947; and

(b) the total amount of aid or loan thus given?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) and (b). The information is not readily available.

MACHINE TOOLS (IMPORT)

263. Shri K. K. Basu: Will the Minister of **Commerce and Industry** be pleased to state the total value of machine tools of various types imported by India annually since 1947 and the countries from which the imports came?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): A statement is laid on the Table of the House. [*See* Appendix III, annexure No. 18.]

FAIRS AND EXHIBITIONS

264. Shri S. C. Samanta: Will the Minister of **Commerce and Industry** be pleased to state:

(a) in how many exhibitions and fairs abroad, India participated in the year 1952-53;

(b) the names of those exhibitions and fairs with their dates of opening;

(c) to which of these exhibitions and fairs social and cultural exhibits were sent and in which were such exhibits shown; and

(d) apart from the publicising of goods, how much worth of exhibits have been sold?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) In twelve so far.

(b) A statement is laid on the Table of the House. [*See* Appendix III, annexure No. 19.]

(c) The exhibitions mentioned were conducted essentially with the object of developing export trade and as such did not aim at displaying social and cultural exhibits. But some exhibits of a social and cultural value are always included in all such exhibitions with a view to providing an Indian background to the show. Another statement of exhibitions abroad in which exhibits of a purely cultural and social nature were displayed is laid on the Table of the House. [See Appendix III, annexure No. 19.]

(d) Final figures are expected from our Missions abroad only after the close of the current financial year. On receipt of the figures, a statement will be laid on the Table.

COTTON IMPORT

265. Dr. Ram Subhag Singh: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the total quantity of cotton to be imported into this country during the first half of the year 1953; and

(b) how much of this import will be made from dollar area?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) and (b). A quota of 500,000 bales of 400 lbs. each has been announced for shipment up to end of June, 1953. No licences are being issued at present for imports out of this quota from dollar areas. There is however about 200,000 bales of U.S.A. cotton outstanding for import from the 1951-52 quota.

JUTE IMPORTED FROM PAKISTAN

266. Shri B. K. Das: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the quantities of jute of different varieties imported from Pakistan during the year 1952;

(b) the minimum and maximum prices of the jute imported; and

(c) the total quantity of Indian jute purchased by jute mills during 1952 and the minimum and maximum prices thereof?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) The total quantity of raw jute imported from Pakistan during 1952 (January to December) was 14·74 lakhs bales of 400 lbs. each. Details of break-down into various grades are not recorded in official statistics.

(b) Information is not available as regards the import price. The maximum quotation for Pakistan jute (Jat Bottoms) in the Calcutta market during 1952 is reported to have been Rs. 66 per maund on the 7th January 1952 and the minimum Rs. 27/8/- on the 20th November, 1952.

(c) The quantity of Indian raw jute purchased by mills during 1952 was about 45 lakh bales. The maximum quotation for Assam Bottoms during 1952 is reported to have been Rs. 62 per maund on the 14th January 1952 and the minimum Rs. 22 on the 28th July 1952. Details about other varieties are not available.

COCOANUT OIL

267. Shri V. P. Nayar: Will the Minister of **Commerce and Industry** be pleased to state the estimated percentage of cocoanut oil available in India through internal production and imports for (1) purposes of food and (2) manufacture of soaps?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): Precise information is not available.

COMMUNITY PROJECT AREAS

268. Shri L. J. Singh: Will the Minister of **Planning** be pleased to state:

(a) the names of the Community Project areas in India with the names of the blocks in each area;

(b) how many officers were being trained and how many of them have completed their training and started work;

(c) the names of the blocks where work has already been started; and

(d) the progress so far made?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) *First Part*—Attention is invited to reply to Unstarred Question No. 38 on 10th November, 1952 in the House of the People.

Second Part—Attention is invited to reply to parts (c) and (d) below.

(b) 71 Project Executive Officers and 1558 Multipurpose village level workers. 71 Project Executive Officers and 362 village level workers have completed their training and started work.

(c) and (d). Information will be available in the Quarterly Progress Reports which are awaited from the State Governments.

TRADE WITH CHINA

269. Shri B. N. Roy: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the articles of import from China into India and those of export from this country to China in 1951-52 and 1952-53; and

(b) whether Indian export to that country has increased after the establishment of the Chinese People's Republic?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) During the year 1951-52 principal items of imports from China were Food-grains, Drugs and Medicines and

Silk manufactures while those of export to China were Jute goods, Cotton textiles and Tobacco. Statistics for the year 1952-53 are under compilation.

(b) Attention of the hon. Member is invited to page 25 of 'Accounts relating to the Foreign (Sea, Air and Land) Trade and Navigation of India for November 1952' published by the Director General, Commercial Intelligence and Statistics, Calcutta, a copy of which is available in the Library of the Parliament.

COTTON (EXPORTS)

270. Shri K. G. Deshmukh: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the total number of bales of cotton that were exported from India during the year 1952-53;

(b) the varieties of cotton that were allowed to be exported with their respective quotas, during the year 1952-53; and

(c) the principal countries to which the exports were made?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) to (c). A statement is laid on the Table of the House. [*See* Appendix III, annexure No. 20.]

BHARAT SEVAK SAMAJ

271. Shri Jhulan Sinha: Will the Minister of **Planning** be pleased to state what is the progress in the organisation of the Bharat Sewak Samaj?

The Deputy Minister of Irrigation and Power (Shri Hathi): A copy of the latest official publication of the Bharat Sevak Samaj indicating the progress made by the organisation is laid on the Table of the House. [*Copy placed in the Library. See* No. S-7/52.]

STANDARD OF SALT

272. Shri Jhulan Sinha: Will the Minister of **Production** be pleased to state how far the salt available for human consumption in India conforms to the standard laid down by the Salt Advisory Committee and the Indian Standards Institution?

The Minister of Production (Shri K. C. Reddy): The Indian Standards Institution have prescribed a minimum sodium chloride content of 96 per cent. for salt meant for edible purposes. The Salt Advisory Committee have suggested that, in order to avoid hardship to the manufacturers, the prescribed standard should be enforced in stages by progressively raising the minimum sodium chloride content of salt from 92 per cent. until the standard of 96 per cent. is achieved. Accordingly, the standard was raised from 92 per cent. in 1951 to 93 per cent. in 1952, and it is proposed to raise it to 94 per cent. for the 1953 season.

COPPER, ZINC AND LEAD (EXPORT)

273. Shri Kasliwal: Will the Minister of **Commerce and Industry** be pleased to state whether any of the minerals copper, zinc and lead was exported to any foreign country in 1951 or 1952?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): Generally speaking, a policy of complete prohibition of exports of non-ferrous metals like copper, zinc and lead is followed. During 1952, however, 2000 tons of fire-refined copper were allowed to be exported as a special case, as the producers M/s. The Indian Copper Corporation Ltd. (Bihar) had accumulated large stocks and they would have otherwise slowed down their production.

PURCHASE OF JUTE

274. Shri L. N. Mishra: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that the Government of India propose to make some purchases of raw jute or manufactured jute, on their own account; and

(b) if so, the quantity of the purchases to be made and its estimated cost?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) and (b). Government do not buy raw jute. As regards jute goods, purchases are made as and when necessary.

COAL SUPPLY TO PAKISTAN

275. Shri Heda: (a) Will the Minister of **Production** be pleased to state what was our coal supply to Pakistan during the months of October, November and December, 1952 and January 1953?

(b) Have Government entered into a fresh contract for further supply and if so, what are the details of this contract?

The Minister of Production (Shri K. C. Reddy): (a) The figures are:—

Month	(Tons)
October, 1952	61,253
November, 1952	52,434
December, 1952	63,112
January, 1953	69,258

(b) There is no formal contract, but the Government of India have consented to sell coal to Pakistan upto 90,000 tons per month till the end of February 1953, when the position will be reviewed.

TITANIFEROUS ORE

277. Shri Meghnad Saha: (a) Will the Minister of **Commerce and Industry** be pleased to state what is the position as regards the production of Titaniferous Ore in India?

(b) What is the total amount of ores which have been exported each year out of India during the last five years?

(c) What are the purposes for which these ores are used?

(d) What steps have been taken for the processing of these ores in India?

(e) Have any processes been evolved for the processing of these ores in India and if so, what steps have been taken for their development?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) The only deposits of Titanium minerals now worked in India are Ilmenite and Rutile occurring in the beach sands of Travancore.

Production of these minerals has been of the order of 250,000 tons per annum.

(b) A statement is laid on Table of the House.

(c) Titanium minerals are mainly used for the preparation of Titanium Dioxide, for the manufacture of Titanium steel, and for the production of Welding rods. Titanium dioxide is a brilliant white pigment and finds application in the paint, printing ink, ceramics, rubber, textile, plastics and rayon industries. Titanium steel possesses great ductility and elasticity.

(d) and (e). A factory for the processing of about 3,500 tons per annum of Ilmenite to Titanium dioxide pigment has been set up in Travancore, but at present the plant is not working.

STATEMENT.

Exports of Ilmenite and Rutile during the last five years

	1948 (Tons)	1949 (Tons)	1950 (Tons)	1951 (Tons)	1952 (Tons)
Ilmenite	247,221	266,063	240,783	243,811	not available at present
Rutile	211	39	85	43	do.

MANGANESE ORE

278. Shri Meghnad Saha: (a) Will the Minister of **Commerce and Industry** be pleased to state what was the amount of Manganese Ores which were exported out of India during the last five years and what was their money value?

(b) What steps have been taken for the processing of these ores in India for the extraction of the metal and its useful commercial compounds and alloys?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) A statement is placed on the Table of the House. [*See* Appendix III, annexure No. 21.]

(b) Internal requirements of ferromanganese are being met by the main Steel producers in the country. Schemes have been put forward by private enterprise for the production of ferromanganese, one such scheme has been approved by Government—others are under examination.

SULPHUR

279. Pandit Munishwar Datt Upadhyay: (a) Will the Minister of **Commerce and Industry** be pleased to state what is the annual demand and supply of sulphur in India?

(b) What has been the increase in demand after World War II?

(c) What is the world position of the demand and supply in respect of sulphur during the last four years?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) During the last two years the average annual consumption of sulphur was about 52,000 tons. The imports were—

1951-52	37,280 tons
1952-53 (April to November 1952)	55,945 tons

(b) There being no indigenous production of sulphur, the demand can be judged by imports during 1939-40, 1946-47 and 1952-53. The figures of imports were:

1939-40	.....	38,738 tons
1946-47	.....	50,369 tons
1952-53	.....	55,945 tons
(April to November 1952)		

(c) Precise information is not available. World supply position became difficult towards the beginning of 1951 when the International Materials Conference, Washington, began to make allocations of sulphur to different consuming countries of the world. The supply position has now eased.

CLOTH

280. Pandit Munishwar Datt Upadhyay: (a) Will the Minister of **Commerce and Industry** be pleased to state what was the production of cloth in the years 1948, 1949, 1950, 1951 and 1952?

(b) What is the production position since the beginning of 1953?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) and (b). A statement is placed on the Table of the House. [*See* Appendix III, annexure No. 22.]

COTTON YARN

281. Shri Nanadas: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the total production of cotton yarn during the past five years;

(b) the amount utilised in India separately by the mills and handlooms;

(c) the total exports during these years; and

(d) whether any change has been effected in Government export policy in regard to cotton yarn?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) to (c). A statement is laid on the Table of the House. [*See* Appendix III, annexure No. 23.]

(d) Export of yarn is being allowed at present on a quota basis fixed according to amount of "free yarn" made available by mills in 1952. Export is being allowed now also only by mills or their nominees

COTTON TEXTILE MILLS

282. Shri Nanadas: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the total number of cotton textile mills in India during 1939-40, 1945-46, 1949-50, 1950-51 and 1951-52;

(b) the paid-up capital, reserve fund and depreciation fund of these mills during these years;

(c) the number of spindles installed and working during these years;

(d) the number of looms installed and working these years;

(e) the approximate quantity of cotton consumed during these years;

(f) the number of workers employed during these years; and

(g) the total wage-bill during these years?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a), and (c) to (f): A statement is placed on the Table of the House. [*See* Appendix III, annexure No. 24.]

Information regarding (b) and (g) is not available.

COLOURED BOTTLE GLASS FROM JAPAN

283. Sardar Hukam Singh: (a) Will the Minister of **Commerce and Industry** be pleased to state whether any quantity of coloured bottle glass has been imported from Japan during 1950, 1951 and 1952?

(b) If so, what is the quantity imported and to what uses was this glass put?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) and (b). Presumably the hon. Member refers to the import of coloured glass bottles. Import figures for coloured bottles are not maintained separately. Figures for glass bottles and phials from Japan during 1950, 1951 and 1952 are shown below:—

1950	Nil.
1951	134 Gross.
1952	391 Gross.

PASSPORTS TO PAKISTAN

284. Shri M. Islamuddin: Will the **Prime Minister** be pleased to state:

(a) the number of applications for passport for travel to East Pakistan

received from the district of Purnea in Bihar up to the 31st January, 1953; and

(b) the number of passports issued and visas granted?

The Prime Minister (Shri Jawaharlal Nehru): (a) 371.

(b) 182 passports were issued till the 31st January 1953. Visas are issued by the Deputy High Commissioner for Pakistan at Calcutta, of them the Government of India have no statistics.

MIGRANTS TO AND FROM INDIA

285. Shri M. Islamuddin: Will the **Prime Minister** be pleased to state:

(a) the number of immigrants into India from West Pakistan and East Pakistan separately after the introduction of the passport system up to the 31st January, 1953;

(b) the number of migrants from India, if any, to West Pakistan and East Pakistan separately during the same period;

(c) the number of Pakistan Government employees, if any, among the immigrants into India; and

(d) whether these employees are Indian nationals?

The Prime Minister (Shri Jawaharlal Nehru): (a) and (b). The information is being collected. It will be laid on the Table of the House when received.

(c) and (d). After the introduction of the Passport and Visa system, a migrant can enter India only on the strength of a migration certificate. No such certificate has been issued to any employee of a Pakistan Government.

INDIANS IN BURMA

286. Shri B. S. Murthy: Will the **Prime Minister** be pleased to state:

(a) the number of Indians in Burma, labourers and non-labourers respectively;

(b) the number of Indians who have secured Burmese citizenship; and

(c) the amount spent by the Indian Government to afford passage facilities for indigent Indians to get back to India during 1952-53?

The Prime Minister (Shri Jawaharlal Nehru): (a) to (c). The information is being collected and will be placed on the Table of the House in due course.

BURMA EVACUEES

287. Shri B. S. Murthy: Will the **Prime Minister** be pleased to state:

(a) the number of Burma Evacuees in India;

(b) the total amount so far spent on them; and

(c) whether any amount has been recovered?

The Prime Minister (Shri Jawaharlal Nehru): Burma evacuees in India can be classified into three categories:—

(1) Evacuees who came to India from Burma during the last World War.

(2) Evacuees who had been employed in the services under the Government of Burma, and who were released on grounds of nationality.

(3) Evacuees, who evacuated Burma in 1949 and thereafter, due to disturbed conditions in Burma caused by insurgents.

The answers to the various parts of the question in regard to the different categories of evacuees are given below:—

Category (1)

(a) Information is not available.

(b) The total amount spent on evacuees from Burma alone is not available. However, the total amount given as loans to the evacuees from Burma, Malaya, etc., against undertakings to repay was Rs. 7,17,97,900.

(c) Rs. 15,74,000 have so far been recovered.

Category (2)

(a) The exact number is not known. There were about 3,000 Indians employed in various Departments of the Government of Burma, and about 8,300 in Burma Railways. Most of them have been discharged.

(b) No amount has been spent on them, as most of the discharged men have been re-employed in some capacity or the other, either by Government, or by private bodies in India

(c) Does not arise.

Category (3)

(a) Information is not available.

(b) and (c). The responsibility for providing all possible relief to these evacuees was entrusted to the State Governments concerned. The amount spent on them is not known to the Government of India.

PRODUCTION IN MANGENAPUDI SALT CENTRE

288. Shri Buchhikotaiah: Will the Minister of **Production** be pleased to state what amount of salt was produced from Mangenapudi Salt Centre in Krishna District in Madras State in 1952-53?

The Minister of Production (Shri K. C. Reddy): 1,26,434 maunds during the period April 1952 to January 1953.

SHAHABAD CEMENT FACTORY AND HATTI GOLD MINE COMPANY

289. Shri Sivamurthi Swami: (a) Will the Minister of **Commerce and Industry** be pleased to state what is the quantity of production in the following factories in the last financial year—

(i) Cement Factory at Shahabad, Gulbarga District, Hyderabad (Deccan);

(ii) Hatti Gold Mine Co. Ltd., in Raichur District, Hyderabad (Deccan)?

(b) Compared to the preceding three years' production, is it on the increase or decrease?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) (i) 155.013 tons during 1951-52.

(ii) 9282.43 ounces during 1952.

(b) Judging from the average of the preceding 3 years, Cement production in the year 1951-52 declined, while gold production in 1952 recorded an increase.

HANDLOOM CLOTH

290. Shri Sivamurthi Swami: (a) Will the Minister of **Commerce and Industry** be pleased to state what quantity of handloom cloth has been exported to other countries in the year 1952-53?

(b) What quantity of handloom cloth has been purchased by the Central Government in 1952-53?

(c) What are the proposals before the Government to find markets for handloom cloth?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) 39·96 million yards during the period April—December, 1952.

(b) 1·74 million yards during the period April, 1952 to 19th February, 1953.

(c) Schemes for internal as well as external marketing have been prepared by the All India Handloom Board and they are now under consideration by Government.

COMMUNITY PROJECT CENTRES (EXPENDITURE)

291. Shri Badshah Gupta: Will the Minister of **Planning** be pleased to state the expenditure incurred at each Community Project Centre under the following heads:—

(i) pay and allowance of the Supervisory Staff till the end of January 1953;

(ii) pay and allowance of the clerical staff during the said period;

(iii) cost of stationery and furniture;

(iv) travelling expenditure;

(v) conveyance charges;

(vi) accommodation and other rents; and

(vii) expenditure on projects undertaken?

The Deputy Minister of Irrigation and Power (Shri Hathi): (i) to (vi). Information regarding such details is not available, but information regarding expenditure under main heads of development will soon be available in the Quarterly Progress Reports which are awaited from the State Governments.

(vii) Attention is invited to the statement laid on the Table of the House in reply to Starred Question No. 834 on 2nd December, 1952 in the House of the People.

THE Dated 25.11.2014.

PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

HOUSE OF THE PEOPLE

Wednesday, 25th February, 1953

The House met at Two of the Clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(See Part I)

3 P.M.

MESSAGES FROM THE COUNCIL OF STATES

Mr. Deputy-speaker: Secretary will now read messages from the Council of States.

Secretary: Sir. I have to report the following message received from the Secretary of the Council of States:—

"In accordance with the provisions of sub-rule (6) of rule 162 of the Rules of Procedure and Conduct of Business in the Council of States, I am directed to return herewith the Appropriation Bill, 1953, which was passed by the House of the People at its sitting held on the 19th February 1953, and transmitted to the Council of States for its recommendations and to state that the Council has no recommendations to make to the House of the People in regard to the said Bill".

RAILWAY BUDGET.—GENERAL DISCUSSION—*contd.*

Mr. Deputy-Speaker: The House will now proceed with further discussion of the Railway Budget. Shri Hiren Mukerjee.

Shri H. N. Mukerjee (Calcutta North-East): We are discussing what I fear I must call a dismal budget, dispiriting alike to passengers, to railway workers and to business people, a budget of the *status quo* which is all the more melancholy when we remember that we live today in stirring times. For change is in Asia's air and perhaps we live in times which are more dynamic than any in history that has gone before.

Now, the Minister in his very disarming way has told us in the other place that he is inclined to have his doubts in regard to the possibility of our railway earnings continuing to be what he has estimated them to be for the time being, but he prefers to be an optimist, and if I may put it that way, he has decided to hold fast to the 9 crores surplus which still remains. He said he would not let it go down below that figure. I think he seems to be very thankful for small mercies and I wish him all joy as long as the going is good.

We are proud of our railways, particularly because our people have paid with their blood and treasure for every foot of railway track that has been laid in this country. From 1853 to 1949-50 we paid enormous sums by way of what was called euphemistically interest charges to British moneybags—and this was a permanent feature of our annual railway revenues. In 23 years between 1926-27 to 1949-50 we paid British capitalists the staggering sum of 677.2 crores of rupees as interest on their capital. I find this computed in the *Eastern Economist* of 1st March 1952.

The maximum capital then invested was about 839.33 crores of which about 50 crores were held by Indians. This was quite apart from salaries and pensions which were paid to British Railway officials and also quite apart from the purchases which were made at surely inflated prices from Britain in regard to our supply of railway

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materials. Now, this practice of paying interest charges has of course ceased since 1950, but we made a gift of a portion of our sterling balances in settlement of these so-called British claims. This is the story of our still undischarged liability of 8.58 crores of rupees to which reference was made by the Minister the other day. He cheerfully described it as no real liability at all. But there is a story to it, a story which shows the character of our railway system, a story which makes it incumbent on us to run the railway system in the patriotic interests of our people.

Today our people have invested some 864 crores of rupees as their railway paid-up capital. Great-hearted workers, nearly a million of them, man this apparatus. We owe it to this country as well as to ourselves that we make a proud job of it. The Minister has said at least in Chittaranjan he has made a fine job, but I am afraid he is using words which really have no relation to reality.

The Five Year Plan, which is our coy little essay in nation-building, in its draft outline had set the target of "a degree of operating efficiency which will compare favourably with pre-war standards". Now, the goal set is even more modest. We are told the goal is to enable the railways to handle efficiently passenger and goods traffic at around present levels. Even this target appears destined to go down the slippery slope of non-fulfilment.

The Minister said in his speech that our indigenous production can meet our normal annual requirements in regard to rails, wagons and coaches. He went on in the other place to make a commentary on it and he admitted that he cannot be expected to wipe off 15 years' arrears in five years' time. If he is not to get more than 400 crores of rupees allotted for the Plan period—which itself, I may add, is a very dubious matter—then he would need to replace at the end of the Five Year Plan period approximately 1831 coaches, 1331 locomotives and 800 wagons. I leave it to the House to imagine, with whatever delectation it can, where we stand and I shall only remind the Minister of what was said by his predecessor in this House on the 22nd February 1952. He said that the back-log of the arrears of replacements would be fully overtaken by the year 1954-55. Words, it seems carry very different signification when they are employed by our Ministers!

We are supposed to be conducting very big schemes for building locomotives, wagons and coaches in India. The Five Year Plan speaks of the manufacture of locomotives at Chittaranjan. But it really is little more than an assembly plant. I shall give credit to the hon. Minister at any rate for not saying what the Plan has said. He has said, very rightly, that at Chittaranjan we manufacture—manufacture of course, if we can use the word in all sorts of senses—we manufacture component parts of locomotives and we import 30 per cent. of such parts some of which are proprietory and special items which we do not ever hope to get manufactured at any possible point of time.

Now, there is a story to Chittaranjan which I am afraid I should refer to. It is our duty to remember this fundamental thing. On the 23rd October 1949, Mr. Eugene Black, the President of the United States-dominated World Bank, spoke about our request for a loan from the World Bank. He said: "A quarter of the locomotives in India were more than 40 years' old. Our consultant"—*i.e.* the Bank's consultant—it is tragic how these people should interfere in our affairs—"strongly recommended that the Bank should make a loan to help finance import of some 650 locomotives from the United States and Canada together with spare parts and boilers." This was the purpose of the Bank's first loan to India made on the 18th August for a sum of $34 million. "The Government has also put up to the Bank a scheme for a plant to build locomotives. Our consultant"—the Bank's consultant—"came out strongly against this. He did suggest however that there was a need for centralised production of spare parts and the works which are already under construction might well be used for this purpose". So Chittaranjan was converted into an assembly plant, and as the Railway Board's report for 1950-51 shows. Chittaranjan commenced to assemble locomotives imported in knocked-down condition. In Chittaranjan, thus ignominiously launched, we find production behind schedule. By December 1952 it delivered 49 out of a total of 268 scheduled in the Five-Year Plan period. It is because its Plans and Progress department is manned by foreign technicians who put all sorts of obstacles in the way. Materials are purchased from the United Kingdom on a non-competitive basis. The pitch of production is completely queered by a very unequal contract with the Locomotive Manufacturing Company

of the United Kingdom. Mr. Shastri admitted on the 2nd of June last year that the Chittaranjan production target had failed because of the delay in delivery from a U.K. firm with whom there was a technical agreement. There was another agreement with TELCO, representative of our campeador industry in this country. That is another sordid story. By an agreement in 1945, 2 crores were paid by way of subsidy as share capital and since then, there was nothing doing. The securing of the support and co-operation of a German firm—Krauss Maffei—in 1950 has resulted in an ugly stalemate which has been referred to by the Public Accounts Committee in the report which they have submitted. They have used adjectives like 'extraordinary' and 'most unsatisfactory'. These are the pranks of profiteering interests to whom we are pandering because we have no real plan to speak of.

Then there is the Perambur coach building factory plant which, we are told, will go into production in 1955. Here there is a scandal—the scandal of the Schlierens—which has been referred to so many times in this House from every side. These foreign capitalists are unashamedly entering our country and are permitted to practise prevarication and plunder. This is a kind of thing which has happened over and over again and we find this happens at a time when our position is so bad that the late Gopalaswami Ayyangar admitted in February last year that our railway tracks are maintained to the extent of the minimum which is required for safety purposes. This is happening and we are expected to say hallelujah to the Ministry of the day!

I should say that crisis—accentuated crisis—is settling down on our Railway front. But there they sit contented, smiling away, depending on foreign interests, and these foreign interests, we know, will go to any length of banditry in order to strengthen their stranglehold upon us.

In regard to stores the figures show that they do not buy Indian. We are purchasing more and more from outside sources. In 1949-50 we purchased 19.42 crores of rupees worth and in 1951-52 we are purchasing from outside 29.32 crores of rupees worth of stores. The Railway Stores Inquiry Committee has made very caustic observations about how these stores are bought. The Committee has said that inside of 1951 an effort should be made so that 510 crores of rupees could be saved on account of stores. I find that the Minister's speech refers to a very complicated way of saving 5 crores of rupees. If the Railway Inquiry Committee could recommend in 1951 that 10 crores of rupees could be saved, I do not understand why adequate steps have not been taken in that direction. Now the Stores Inquiry Committee also calls on Government to make a contribution towards the development of new industries in the country, but it has been a cry in the wilderness. We have no transport industry worth the name and to talk of expanding our railways and at the same time not to set up a transport industry is a piece of fraud.

It is in this context that the Minister has talked about passenger amenities. He has also said that this year he will not allow the sum set apart for passenger amenities to lapse. But we find that between 1949-52 only 7 out of a total provision of 9 crores were spent in amenities. He is an optimist, and I wish him joy in his optimism. Why does he not try to reduce passenger fares so that possibly the matter might be very much better?

In regard to regrouping, from the workers' point of view we expressed certain misgivings last year and we asked the Minister to give us some facts and not to adjourn discussion of the matter till a very indefinite future date.

In regard to the Calcutta electrification scheme. I find that the Kunzru Report had recommended that electrification was necessary and economical. And yet, in regard to the most industrialised part of our country, we do not have any kind of electrification scheme practically put into effect.

In regard to workers' living conditions, I request Mr. Shastri to go, as I did, to the Sealdah division of the Eastern Railway. I asked him a question last time, and he said that over 700 derelict wagons are housing the Railway workers there. These wagons are situated in an area where accidents happen because trains are running all the time, and I can mention the case of an accident where the brother of Dwarka who was a Khalasi under-carriage foreman in Calcutta died while crossing the line. These drivers, fitters, shunters and firemen have to pay double-type rent of Rs. 20 and live in hovels where even cattle cannot live. There are quarters built in 1943/47, A.R.P. shelters, and they are converted into workers' accommodation. There is one place in Beliaghatta where the roof over the

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quarters is used as a public path-way. In Chittaranjan, the Government claims to have made a fine job of it. The officers are living in splendid quarters, while the workers live in hovels. You do not treat the workers in a human way. There is only one Trade Union which is really representative, registered three years ago. You do not recognise it. You do not allow anybody to enter not only the factory area, but the entire township. If you want to go to Chittaranjan, and you do not give notice that you are an exalted personality, you would be shown the door straightaway, you would be given a kick on your pants. That is the thing that is happening. (*Interruption*) Let M.Ps. of all parties go to Chittaranjan and find out what actually happens. Chittaranjan is named after a very great patriot who said once he wants Swaraj, but "Swaraj for the 99 per cent." The way Chittaranjan is going is something which makes me say it is a slander of a very great name. All this is happening, and all this is in keeping with the effort which the Ministry is making by abusing the rules regarding national security safeguard to punish and terrorise whomsoever it likes. Whoever has any decency, any spirit, any real human feeling, they are the people who are going to be singled out for terrorising. I claim that, completely in defiance of all decency, in defiance also of the Constitution of India, trade unions are today being manacled, and workers are told in a way to join particular unions or to get the order of the boot. This is exactly what is happening all over the place. This, Sir, is a state of things which shall not be tolerated. Decency demands that this state of things should not continue. I do not propose to go into the sheaf of documents which I have, but I hope I shall one day get the opportunity of proving how the employment of these safeguarding of national security rules is utterly an abuse of the powers which can be legitimately claimed by the Ministry. I say that the Government is behaving in a footling little manner; it is formulating fantastic charges which cannot daunt the spirit of resurgence that has gripped our people, and I say again that the Railway budget, as presented before us, is a very sorry specimen, a cruel advertisement of our continuing colonial status, and an example of what I am constrained to call the chicken-heartedness which passes for planning in this country, and therefore proves, if proof was needed, that behind the occasional brass front which the Government puts on, there are tiny feet of clay which once the world finds out, we shall lose whatever respect we happen to have.

श्री टंडन(इलाहाबाद जिला—पश्चिम): उपाध्यक्ष महोदय, जो अनुमानपत्र मंत्री महोदय ने इस भवन के सामने उपस्थित किया है उस में मुझे कुछ सन्तुलन, नापतौल दिखाई पड़ी और स्वभावतः मुझे वह अच्छा लगा। इस का यह अर्थ नहीं है कि उस में जो आवश्यकतायें हैं, वह सभी पूरी हो गयी हैं। उस में कमियां हैं और कुछ ऐसी कमियां हैं जो संभवतः मंत्री महोदय के अधिकार के बाहर हैं किन्तु हमारा कर्त्तव्य है कि हम उन का ध्यान उन कमियों की ओर दिलाते जायें। साथ ही इस में कोई सन्देह नहीं कि पिछले कुछ वर्षों में रेल यात्रा में अधिक सुविधायें दी गई हैं, रेल का प्रबन्ध कुछ अच्छा हुआ है और इस के लिये जो हमारे पुराने स्वर्गीय मंत्री गोपालस्वामी आयंगर थे, वह बहुत कुछ हमारी कृतज्ञता के अधिकारी थे। आज वह हमारे बीच में नहीं हैं। हम सभों को इस का खेद है और मैं भी इस अवसर पर स्वर्गीय आत्मा के प्रति अपनी श्रद्धा प्रकट करता हूं।

रेल यात्रा में जो सुविधायें हुई हैं, जो उन्नति हुई हैं, उन में से मुझे दो एक तो प्रत्यक्ष दिखाई देती हैं, जैसे गाड़ियों का ठीक समय पर चलना। निश्चय ही इस विषय में पहले की अपेक्षा उन्नति हुई है। भीड़ों के सम्बन्ध में जो कुप्रबन्ध पहले देखने में आता था उस में भी कुछ अच्छापन है। हम देखा करते थे कि किस प्रकार से गाड़ियों में लोग लटके हुए चलते थे, आज वह तमाशा बहुत अधिक देखने को नहीं मिलता, कभी कभी ही दिखाई देता है। परन्तु साथ ही इस में कोई सन्देह नहीं क तीसरे दर्जे में भीड़ रोकने की व्यवस्था अभी समुचित नहीं हुई है। यह त्रुटि है। सम्भव

है यह बात मंत्री महोदय के हाथ से बाहर हो क्योंकि गाड़ियों की संख्या कम है। परन्तु इस में सन्देह नहीं कि एक एक डब्बे में जितनी संख्या बैठने के लिये लिखी रहती है उस से साधारण रीति से ड्योढ़े और कभी कभी दूने व्यक्ति घुसे रहते हैं। मैं ने स्वयम् एक दो बार गिना है। यह दशा शोचनीय है और मेरा तो यह कहना है कि इस ओर बहुत ही शीघ्र ध्यान देने की आवश्यकता है।

मैं ने पिछले वर्ष एक सुझाव दिया था कि रेलवे वर्गहीन बनाई जाये। उस में से दर्जे हटा दिये जायें। मुझे कुछ थोड़ा सा सन्तोष है कि मंत्री महोदय ने इधर दो चार पैर आगे रखे हैं। किन्तु उन की चाल बहुत डर डर कर बढ़ रही है। सम्भव है वह दूसरी शक्तियों के कारण तेज नहीं चल पाते। उन्होंने कुछ आगे बढ़ने का यत्न किया और, जैसा उन्होंने बताया, उन्होंने जनता नाम की गाड़ियां कुछ अधिक की हैं। कुछ शाखाओं से उन्होंने पहले दर्जे हटा दिये हैं। मेरा सुझाव यह है कि इस में बहुत तीव्रता हो सकती है, इस में घाटे का कोई प्रश्न नहीं है, शायद इस से सरकार को कुछ फ़ायदा ही होगा, हम मेम्बरों को सरकार जो किराया देती है वह ऐसा करने से बहुत कम हो जायगा।

डा० राम सुभग सिंह : एअर कंडिशन्ड गाड़ियां तो हैं।

श्री टंडन : एअर कंडिशन्ड गाड़ियां आप को गवर्नमेंट देने वाली नहीं है।

[SHRI N. C. CHATTERJEE *in the Chair*]

जब वह फ़र्स्ट क्लास को हटायेंगे तो स्वभावतः सेकेण्ड क्लास को फ़र्स्ट क्लास का नाम दे कर किराया घटायेंगे ऐसी मैं आशा करता हूं। उन का खर्च तो घटेगा ही। परन्तु यह बहुत बड़ी बात नहीं है। मैं तो इस बात पर ध्यान दे रहा हूं कि हम भविष्य में जो समाज की रूप रेखा बनाना चाहते हैं उस में रेल वाले सहायक बनें। मेरा सुझाव है कि इस समय भी वह बात कुछ इस तरह से हो सकती है। शायद बिल्कुल अन्तर हटा देना मंत्री महोदय को कठिन मालूम पड़े। मैं सुझाव देता हूं कि वह दो वर्ग रखने की व्यवस्था करें, एक साधारण वर्ग रक्खें और एक अधिक सुविधा वाला ऊपरी वर्ग। अभी दो रक्खें फिर जब समय आये तब एक ही वर्ग रखें। अभी वह और दर्जों को हटाने की ओर नहीं बढ़ रहे हैं। मुझे ऐसा लगता है कि कुछ शक्तियां उन को रोक रही हैं। सम्भव है कि वह कैबिनेट के कारण ऐसा न कर सकते हों। अस्तु, मुझे इस विषय में कुछ अधिक नहीं कहना है। यही चेतावनी वह इस ओर यत्नवान हों देनी है कि जहां तक सम्भव हो।

मैं उत्तर प्रदेश का रहने वाला हूं। हमारे एक बहुत पुराने जनपद का जो मुख्य स्थान है, जिले का हेडक्वार्टर है, वहां अभी तक रेल नहीं है, अर्थात् एटा में। अब की बार मंत्री जी ने उस को देख भाल की सूची में रक्खा है। मुझे आशा है कि इस देख भाल का नतीजा ठीक निकलेगा और वहां वह रेल पहुचायेंगे। जहां तक नाप करने की बात है, मेरी आशा है कि वह इस काम को बहुत लम्बायमान नहीं करेंगे और दो चार महीनों में नाप खत्म हो जायेगी और नाप खत्म कर लेने के बाद फिर वहां वह काम लगा देंगे। बजट में उन्होंने इस को बनवाने की बात तो रक्खी नहीं है, खाली नाप कराने की बात रक्खी है, लेकिन मैं आशा करता हूं कि सप्लीमेण्टरी बजट में ला कर वह उस व्यय को पूरा कर लेंगे।

[श्री टंडन]

इस रेल विभाग की चर्चा करते हुए मेरा ध्यान स्वभावतः रेल में प्रचलित अनैतिकता की ओर जाता है। अब वह इतनी साधारण बात हो गई है कि उसे हर आदमी जानता है, रास्ते का बच्चा बच्चा जानता है और मेरा विश्वास है कि मंत्री महोदय स्वयम् जानते हैं और कैबिनेट के भी हर एक मंत्री जानते हैं। जो अनैतिकता रेल में तमाम प्रकार की और बड़े बड़े अधिकारियों से ले कर माल बाबू तक फैली है वह छिपी नहीं है। अभी तीन या चार दिन की बात है, मेरे पास रेल के एक आधिकारी आये, बहुत ऊंचे नहीं परन्तु वह अधिकारी वर्ग में हैं। शिकायत करने नहीं आये थे, किन्तु रेल में जो भ्रष्टाचार है उस की बात छिड़ी। मैं ने उन से कहा कि मुझ को ऐसा लगता है कि ऊपर के लोग, जो बहुत ऊंचे अधिकारी हैं, सब से ऊंचे, वह तो शुद्ध होंगे, मुझ को तो लगता है कि नीचे के दर्जे में भ्रष्टाचार फैला है। वह मुस्कुराये। उस मुस्कुराहट में इनकारी थी, और फिर मैं ने विशेष कर एक बहुत ऊंचे अफ़सर का नाम लिया और पूछा कि क्या आप उन को शुद्ध नहीं समझते, मैं उन को शुद्ध समझता हूं। वह बहुत ऊंचे ज़ोन (Zone) के, बिल्कुल ऊंचे पद के अधिकारी हैं। मैं ने उन से कहा कि मैं ऐसा अनुमान करता हूं कि वह तो शुद्ध होंगे। तब उन्होंने साफ साफ कहा कि नहीं मैं ऐसा नहीं समझता। मुझ को अचम्भा हुआ और धक्का भी लगा कि जहां इस प्रकार से धुरी के लोग, ऊंचे के अधिकारी भ्रष्ट हैं तब फिर नीचे के लोगों की क्या बात हो!

तब तो "ईं खानदान तमाम आफ़्ताबस्त"। मालूम होता है कि यह रेलवे का खानदान का खानदान कलुषित हो गया है। हां, थोड़े बहुत तो अच्छे होंगे ही। ऐसा लगता है कि बहुत घोर प्रयत्न की जरूरत है, और जैसा कि किसी सदस्य ने कहा था, मुझे भी उन के सुर में अपनी आवाज़ मिला कर कहना पड़ता है कि शायद इस बात की ज़रूरत है कि ऊपर की श्रेणी में सख्ती की जाय। मेरा एक सुझाव है। आप के जो ज़ोन के मैनेजर आदि हैं, यह पुराने पुराने अधिकारी हैं और यह नीचे से आते हैं। उन की आदतें नीचे से पड़ी रहती हैं। जैसे जब तहसीलदार और नायब तहसीलदार डिप्टी कलक्टर हुआ करते थे तो डिप्टी कलक्टरों में भी भ्रष्टाचार होता ही था। मेरा सुझाव है कि आप इन बहुत ऊंची जगहों पर रेलवे विभाग के नीचे के आदमियों को न लें। बाहर के ऊंचे आदमियों को रखें। सार्वजनिक कामों में जिन की साख हो और जो समझे हुए और जाने हुए हों उन को रखें।

बाबू रामनारायण सिंह : लेकिन पार्टी का आदमी न हो।

श्री टंडन : इस प्रकार की नीति में पार्टी का प्रश्न ही नहीं उठता। ऐसा कोई प्रश्न आना ही नहीं चाहिये। मैं आप से बिल्कुल सहमत हूं और मेरा विश्वास है कि अगर मंत्री महोदय इस तरह पर सोचेंगे तो देश में उन को ऐसे ऊंचे नैतिक लोग मिल जायेंगे जिन को पैसा मोल नहीं ले सकता और जिन के लिये विश्वास किया जा सकता है कि उन को पैसा मोल नहीं ले सकेगा। ऐसे आदमियों को आप रखें और फिर जो सुधार के काम आप चलाना चाहते हैं उस को चलाने का यत्न करें। जो पुराने लोग बैठे हैं उन में से ऐसा कोई आदमी नहीं है जो यह न जानता हो कि मालबाबू क्या करता है और स्टेशन

मास्टर क्या करता है। ये लोग आप की तरकीबों को चलाने में बाधक होंगे। आप ने यह जो कमेटी बनाई है उस के लिये मैं आप को बधाई देता हूं। जो यह रेलवे के अफ़सर मुझ से मिलने आये थे उन से जब मैं ने इस कमेटी की चर्चा की तो उन्होंने कहा कि यह कमेटी कुछ करने वाली नहीं है। वह मुझ को अच्छे आदमी लगे। सज्जन आदमी थे और यह मेरी निजी बातचीत थी। स्वभावतः मैं यहां नामों की तो चर्चा नहीं कर सकता। मैं यह सुझाव देता हूं कि आप इस प्रकार से बहुत ऊंचे पदों पर नीचे से आदमियों को लाना रोकें और तब देखें कि किस प्रकार से सुधार होता है।

मुझे एक आध बात और कहनी है। अभी हाल में अलीगढ़ में उत्तर प्रदेश हिन्दी साहित्य सम्मेलन हुआ था, १७, १८ तारीख़ को। उत्तर प्रदेश के राज्यपाल ने उस का उद्घाटन किया था। उस अधिवेशन में हिन्दी के दृष्टिकोण से कुछ प्रस्ताव रेलवे के बारे में रखे गये थे। मैं उन की ओर आप का ध्यान दिलाना चाहता हूं, मैं उन प्रस्तावों को पढ़ूगा नहीं। उन में कहा गया था कि कई ऐसी बातें हैं जहां हिन्दी आसानी के साथ चलाई जा सकती है लेकिन उस के चलाने पर पर्याप्त ध्यान नहीं दिया गया है। जैसे रेलवे के जो डब्बे हैं, उन के ऊपर सूचना की बातें आप आसानी से नागरी अक्षर में लिखवा सकते हैं। इसमें बहुत भाषा का प्रश्न नहीं है। प्लैटफ़ार्मी पर आप ने बहुत जगह बदलाव किया है। उस पर मैं आप को बधाई देता हूं। परन्तु अब भी बहुत सी जगहों में आसानी से नागरी को बढ़ाया जा सकता है। आप प्लैटफार्मों पर हिन्दी भाषा और नागरी अक्षर और अंकों को और भी बढ़ावें और शुद्धता की तरफ़ भी ध्यान रखें, यह मेरा सुझाव है।

म आप को एक सुझाव और देना चाहता हूं। मैं ने देखा है कि यह जो कालपत्रक आप छापते हैं, जिस को अंग्रेजी में टाइम टेबिल कहा जाता है, उन का उतना प्रचार नहीं किया जाता जितना अंग्रेजी के टाइम टेबिलों का है। यह जो नागरी में कालपत्रक छापे गये हैं उन के मिलने में कठिनाई होती है। शायद वे कम छापे गये हैं। मुझे स्वयं उसे प्राप्त करने में कठिनाई हुई। दूसरी बात यह है कि आप ने इन को नागरी में तो छपवाया है परन्तु जहां अंक हैं वह अंग्रेजी के हैं। आप ने उन में अंक अंग्रेजी के या जो भाषा संविधान में प्रयुक्त हुई है उस के अनुसार अन्तर्राष्ट्रीय अंक छापे हैं। यहां अन्तर्राष्ट्रीयता की कोई अपेक्षा नहीं है। मेरा सुझाव है कि आप इन में नागरी अंकों का उपयोग करें। आप यह हिन्दी कालपत्रक जो छापते हैं वह किस के लिये? जो अंग्रेजीदां लोग हैं उन के लिये तो आप अंग्रेजी में चलाते हैं लेकिन यह जो हिन्दी में छपते हैं यह तो साधारण जनता के लिये हैं। और जनता की सुविधा इस में होगी कि आप अंग्रेजी अंकों को या अंतर्राष्ट्रीय अंकों को न छाप कर नागरी अकों को छापें।

श्री के० के० बसु : जनता तो पढ़ना ही नहीं जानती। आठ पर सेंट लिटरेसी (literacy) है।

श्री टंडन : चूंकि जनता पढ़ना नहीं जानती तो क्या अंग्रेजी का अंक वह ज्यादा समझेगी? जरा विचार करिये। ऐसी बड़ी जनता है, जो अंग्रेजी नहीं जानती लेकिन हिन्दी जानती है। हिन्दी भी छोड़ दीजिये, बंगला जानने वाली जनता है, जो अंग्रेजी अंक नहीं जानती किन्तु नागरी अंक जानती है। आप ने क्या बात कही है? यह कितनी गैरजिम्मेदारी की बात है। जनता बहुत पढ़ी नहीं है लेकिन जनता में ऐसे बहुत हैं जो

[श्री टंडन]

अपनी भाषा जानते हैं, हिन्दी जानते हैं, बंगला जानते हैं, बंगाली अंक जानते हैं, अंग्रेजी नहीं जानते, किन्तु नागरी जानते हैं, नागरी अंक जानते हैं। उन की संख्या आप ऐसे आदमियों से सौ गुना अधिक है, मेरा मतलब वैयक्तिक नहीं है, मेरा मतलब अंग्रेजी जानने वालों से है। आप भूलिये नहीं कि उस जनता के लिये जो इस कालपत्रक को देख सकती है और उस से लाभ उठा सकती है, उस के लिये मेरा यह कथन है कि नागरी अंकों का प्रयोग होना चाहिये। सम्भव है कि हमारे मंत्री जी यह आपत्ति उठावें कि यहां तो हम संविधान से बंधे हैं। संविधान ने यह कहा है कि जो प्रकाशन यनियन की तरफ़ से हो उस में अंतर्राष्ट्रीय अकों का प्रयोग किया जाये। सम्भव है यह आपत्ति मत्री जी न उठावें तो उन के सचिवगण उठावें, क्योंकि मैं जानता हूं कि आज गवर्नमेंट आफ़ इंडिया का जो सचिवालय (Secretariat) है वह हिन्दी का पक्षपाती नहीं है। सम्भव है कि वहां से यह आपत्ति उठाई जाय। मेरा उत्तर यह है कि आप संविधान में ही देखेंगे कि जहां पर उस में यह रखा गया कि साधारण रीति से अन्तर्राष्ट्रीय अकों का प्रयोग होगा, वहां यह भी है कि राष्ट्रपति को अधिकार है कि जहां मुनासिब समझें वहां वे नागरी अकों का प्रयोग भी करें। आप अगर चाहें तो जब तक १५ वर्ष तक अंग्रेजी है अंग्रेजी अंकों का प्रयोग कर लें लेकिन अगर आप चाहें तो आप नागरी के अकों का प्रयोग भी कर सकते हैं। अगर आप ऐसा प्रबन्ध करेंगे तो मैं समझता हूं कि आप की कैबिनेट (Cabinet) को इस में कोई आपत्ति नहीं होगी क्योंकि यह तो केवल सुविधा की बात है कि नागरी अंक छपवाये जायं। मैं आप को सुझाव देता हूं कि जो आप के ६ ज़ोन या विभाग हैं, उन में आप दक्षिणी भाग को छोड़ दें, मैं उस के लिये नहीं कहता क्योंकि जब विधान सभा में यह प्रश्न उठा था तो हमारे दक्षिणी भाइयों ने कहा था कि हमारे यहां तो अंग्रेजी अंक चलते हैं, विशेषकर तामिल भाइयों ने कहा था कि हमारे यहां यही अंक चलते हैं। अगर तामिल के भाई या अन्य दक्षिणी भाई चाहते हैं तो आप सदर्न रेलवे में, दक्षिणी रेलवे में, अंग्रेजी में ही टाइम टेबिल छापें। मुझे आपत्ति नहीं है। लेकिन शेष पांच ज़ोन जितने हैं उन सब में हिन्दी भाषा और नागरी अक आने चाहियें, क्योंकि उन में एक ओर तो महाराष्ट्र और गुजरात है और दूसरी ओर बंगाल, उत्तर प्रदेश, बिहार और पंजाब है। इस तरह आप देखेंगे कि पांचों विभागों में आप आसानी से नागरी अंक चला सकेंगे और मेरा कथन है कि इस से सब को सुविधा होगी।

मैं अधिक समय नहीं लेना चाहता। मेरा निवेदन है कि यह एक आवश्यक विषय है। आज मैं संविधान को दुरुस्त करने नहीं बैठा हूं। मेरी आशा अवश्य है कि यह जो अंतर्राष्ट्रीय अक के नाम से हमारे देश के संविधान पर कलंक है, वह अवश्य हटेगा। इन अंतर्राष्ट्रीय अंकों को मैं आज कलंक मानता हूं। हमारे लिये लज्जा का विषय है कि हमारी भाषा में, नागरी में, हमारे अपने सुन्दर अंक न रखे जा कर यह अंतर्राष्ट्रीय अंक रखे गये है। इस कलंक से संविधान को भविष्य में ठीक करना होगा। मेरी आशा है कि आने वाली संतान आज हम लोगों से अधिक बुद्धिमान होगी और अधिक शक्तिवान होगी। वह इस कलक को संविधान से निकालेगी। परन्तु आज मेरी आप से यह मांग नहीं है। मैं जानता हूं कि आप के हाथ बंधे हुए हैं, संविधान आप के हाथ बांधे हुए है। मेरे सुझाव के अनुसार आज के संविधान में भी संभव है कि नागरी

अंकों को राष्ट्रपति जी की आज्ञा से आप चलावें और इस प्रकार से हिन्दी को दिन दिन आप आगे बढ़ाने का यत्न करें। बस मुझे अधिक नहीं कहना है।

Shri Barman (North Bengal—Reserved—Sch. Castes): I have listened with attention to all the criticisms that have been levelled against the Railway Budget and the Budget Speech of the hon. Minister. I have no hesitation in saying that after hearing all those criticisms I am with confidence congratulating the hon. Minister and the administration for the improvements that they have effected during the course of the last three or four years.

When we level criticisms I know that we have to point out to the administration many of the defects that still exist. But my criterion is to see whether during the course of the administration during the last three or four years after Independence the Railway Administration has been steadily improving in all matters or not. Judging from that standard I repeat again that the administration has improved enormously.

Without bandying any words with those who are confirmed critics I should cite only a few figures that will speak for themselves. In the Five Year Plan we find that our estimated average annual renewals in the matter of locomotives are only 198; in coaches 650; and wagons 5,000, so far as Class I Railways are concerned. But what is the position that this Five Year Plan gives us? It says that the total stock which will have reached the normal age for replacement by 31st March, 1956 is 2,092 locomotives, 8,335 coaches and 47,533 wagons. That is to say, during the period when there was no replacement or renewal, since the year 1939 and after the country was partitioned, our Railways were completely in a ramshackle position. Everyone in this House, and every man and woman in this country knows in what a quandary we have been put after the partition of this country, so far as railway travel and goods traffic are concerned. What do we see now? We have no hesitation in declaring that conditions both in the matter of railway travel and in the matter of goods movement have considerably improved.

And what is the administration going to achieve at the end of the Five Year Plan? The other day the hon. the Railway Minister stated in the Council of States that at the end of that period, that is when we reach 1956, unless more funds are available, the replacement programme will lag behind by 1,331 locomotives, 1,851 coaches and 800 wagons. That is to say, so far as coaches and wagons are concerned, we shall make up our deficiencies during all these years. So far as locomotives are concerned, certainly we shall still be far behind our requirements. But what is the alternative? Of course, if we find more finance we can import them, if they can be had from other countries. But there also there is a limitation. So far as our own attempts are concerned, we have built up the Chittaranjan Workshop, and that is going to give us our annual requirement, so far as broad-gauge locomotives are concerned, by the year 1954. What more do we expect our administration to perform?

Having said that I have, as I have already pointed out, to submit a few things here and there to the Administration and I shall do so without dilating upon the details. I shall first of all say a few words about the Ganga Barrage scheme. The hon. Minister has stated in his Budget Speech that several new railway lines are going to be constructed. And some old lines that were dismantled, he is going to rebuild. He has also mentioned some new undertakings. We would have been very glad if he had stated something about the Ganga Barrage scheme and where it rests. The importance of this barrage is so vital to West Bengal, to Assam and, I may say, partly to Bihar and Eastern U.P. also that it cannot be delayed to any indefinite time. The vital national port, the Calcutta port, is endangered since years past. And the Expert Committee constituted under the chairmanship of Shri Man Singh, I.S.E. has categorically stated that this scheme should be brought into execution as early as possible. The water transport on the Baghirati from Calcutta to Bihar and Eastern U.P. is blocked for six months in the year because the headwaters of the Baghirati dry up and our transport has to depend on the sweet will and mercy of Pakistan. That can only be removed if we build up this barrage soon. Assam and North Bengal are completely cut off from Calcutta, and until and unless the rail-*cum*-road bridge is built on the Ganga Barrage these difficulties cannot go.

Incidentally, I should mention that during the second world war when

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there was trouble in the Eastern Frontier, at least four main lines supplied war materials to this zone from Calcutta and other parts and still, all things could not be done in a proper time but this time if there will be any trouble in the Eastern Frontier, we shall have to give up that portion which is beyond Bihar for the time being and leave it to the mercy of God. So far as defence is concerned, it is very vital for the whole of India. So, this rail-road bridge must be built immediately. The sky is full with war cries and war clouds are hanging over us and we should be very alert and active.

One or two points more, about the Assam section of North Western Railway. I shall take only two or three minutes. The hon. Minister said that he will be constituting a Departmental Committee. He has mentioned about the travel difficulties. I should also ask him to ask the Expert Committee to investigate the difficulty about goods transit.

Now, I should briefly mention about the services. We have often times represented to the hon. Minister about the composition of the railway services. I have no time to go into facts. When the Central Government is giving about 2500 scholarships this year to engineering and medical students and others who are matriculates, we were very much disappointed when we were told—we cannot believe it—that there is not enough personnel among the Scheduled Castes even to fill Class III services. We shall be happy and grateful if the hon. Minister would kindly divert his attention and find out the cases where proper representation is not given. With these words, I thank the hon. Minister and the Deputy Minister again for the performance that they have been doing all these years.

Dr. S. P. Mookerjee (Calcutta South-East): Time does not permit me to deal with a large number of important points that arise out of the Railway Budget. I would like to speak something about the working of the zonal system. The hon. Minister has just skipped over that matter. Of course, he said last year and he has repeated this year that he has kept an open mind. Well, how big that opening is; it is very difficult for me to know but in any case I am prepared to take him at his word and from what I have seen of him and from the manner in which he has tried to handle his very difficult job, I feel confident that he will not stand on false prestige and he will be prepared to examine this question dispassionately and after securing expert and independent opinion.

We are celebrating this year the centenary of the Indian Railways and naturally it is usual for us to look back upon the last 100 years with mixed feelings of pride and satisfaction on the one hand and also with a sense of remorse and disappointment on the other. So far as the railway system is concerned, it has succeeded mainly on account of the loyal and co-operative work of all sections of its employees. While, no doubt, in Parliament, it may be necessary for us to criticise the conduct or activities of certain departments, I would not hesitate to pay my tribute of admiration for the manner in which the railway staff from top to bottom have tried to discharge their onerous responsibilities. It does not pay to criticise and abuse our staff. We can point out their mistakes. We can make constructive suggestions but if we ourselves create an atmosphere of deep distrust and suspicion, then it will be all the more difficult for the permanent officials to do what they are expected to do.

One very ominous sign about the budget is the fall in our revenues. I am not blaming the Minister for having put the matter in very cautious words. I do not want him to be unduly pessimistic but there is certainly a danger signal and a Railway Minister knows what to do when there is a red signal before him. Now the net result of this fall in revenues will be, as he has himself pointed out, reflected on the implementation of the recommendations of the Planning Commission. As you know, Sir, we are expected to spend Rs. 400 crores during this period out of which Rs. 320 crores will come from the railway contribution. Now it is clear that if the fall in revenues is not of Rs. 320 crores. Then either there will be a diminution of the activities which have been mentioned in the Planning Commission's Report or more advances have to be made from general finances by way of a loan or deficit financing, whatever it is. This is a matter which is not important

merely from the point of view of the railways but for the very implementation of the recommendations of the Planning Scheme. We are expecting an improvement in the economic conditions and activities of the country and naturally the railway system must be prepared to meet the new demands, the new calls which will fall upon it. The Minister said that the railway system must be dovetailed with the economic advancement. It is not dovetailing exactly. I believe the railways must be prepared beforehand to receive the extra-load that they must carry in case the Planning Commission's recommendations are really going to be implemented. I was glad to find that the Minister has announced that he proposes to examine this question through some experts within the Ministry. Now I would ask him to consider the possibility of revision of the fares and also of the freight rates, giving more concessions and also doing some other things which may make it possible for us to increase the revenues in the coming years. It is not an easy matter and it is not possible for me to make a concrete suggestion straight off but I hope that this matter will be considered in the course of the year and effective steps taken so that whatever fall that we might have witnessed this year will be only a temporary phase and we will be able to make it up as soon as possible.

With regard to the removal of first class accommodation, I do not think it is a matter which is very seriously entertained by the Railway Minister. He perhaps has good intentions but the way in which it is sought to be done, I do not expect much good result will follow. In any case, such a scheme should not be rushed through without a proper examination of the financial effect of the introduction of some new scheme. We made some experiments a few years ago with regard to the abolition of intermediate class and we lost lakhs and lakhs of rupees on account of the hasty implementation of that scheme. Classless society cannot be brought into existence in this country by merely having one or more classes of railway travel. It is a much bigger thing. There is no classless society amongst Cabinet Ministers themselves. You have Ministers without Cabinet rank. Minister of State, Deputy Ministers. You can treat one as Prime Minister and all as Deputy Ministers. That will be a classless society but obviously, that is not possible. Let us not talk of this classless society through the abolition of classes in the railway. Let us concentrate on giving more amenities to third class. There is one classless society which the hon. Minister can give effect to in his own department by abolishing the distinction between Class I and Class II officers. I mentioned this matter last year in my speech. I was glad to find that the hon Minister has taken some steps in this direction. But, I do not consider that it is quite adequate. There are some lacunae. Remembering that Class II was created for the purpose of having a special class for the Indians alone, Class I, being reserved for Europeans, there is no reason why after the attainment of Independence these two classes should be continued separately. One direction has been given by the Railway Ministry that cases of persons in Class II who are above 50 years of age will not be considered for promotion to Class I. Virtually, the Minister is giving something with his right hand and taking it away with his left hand.

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Similarly, there is a lot of dissatisfaction in regard to the conditions of service and pay of station masters. I do not wish to go into the details. I have received some representation which indicates that the pay that the station masters will receive will be less than what their subordinates will receive: clerks, guards, drivers and so forth. No doubt this has happened on account of the interpretation given to the recommendations of the Pay Commission. But, this is an anomaly which has got to be looked into. For it is creating a lot of dissatisfaction in the minds of a large section of employees on whose efficiency and loyal service the Railways have to depend to a very large extent.

I want to refer to the activities of the Ministry for the purpose of manufacturing more locomotives, wagons and coaches. I know that this is a matter which the Minister considers to be extremely important because India must be self-sufficient. Of course, our one misfortune is that we have to depend on foreign aid and foreign help for the preliminary period. While sharing the motives which moved my hon. friend to my right when he spoke against Chittaranjan, I would certainly not hesitate to pay my tribute to the manner in which Chittaranjan has been gene-

[Dr. S. P. Mookerjee]

rally managed. It is not correct to say that that institution is being dominated by foreigners. Of course, foreigners are there in a very small number. Really that institution is today being run by Indians. I am not suggesting for a moment that in the working of this institution no mistakes have been committed. Mistakes big and small have been committed. They are bound to be committed when such big things are sought to be achieved. We have to be very careful at every stage and we have to see that there is no repetition of mistakes, no national wastage. We have to see that the advice or aid that we receive from foreign countries is not utilised against our own national interests. We have to be extremely careful in this regard, because, our experience in the past in certain matters has been most unfortunate. Bearing all these in mind, let us not hesitate to pay our tribute to the manner in which Indian officers, and our own scientific and technical men, after receiving training here or abroad, are trying to do a fine piece of work, on whose success our national prosperity depends to a very large extent. Chittaranjan is not an assembling plant. It is not quite clear what my hon. friend actually meant. They are manufacturing a number of things. 70 per cent. as the hon. Minister said.

Shri H. N. Mukerjee: They are not manufacturing locomotives.

Dr. S. P. Mookerjee: Perhaps my hon. friend does not know that so far as proprietory rights and patent rights go, they exist in all countries. We have yet to see a country which manufactures 100 per cent. all the component parts required for locomotives. There are difficulties.....

Shri H. N. Mukerjee: There are.

Dr. S. P. Mookerjee: It may be Russia about which my hon. friend knows better than I do. Actually, let us look at matters as an Indian and not as a Russian for the time being.

Shri H. N. Mukerjee: I protest strongly against...(*Interruptions*)

Dr. S. P. Mookerjee: I am sorry my hon. friend protests too much. I do not want to be interrupted.....

Shri H. N. Mukerjee: I protest strongly. It is no good saying that somebody in this House is looking at matters as a Russian and not as an Indian. It is disgraceful. (*Interruptions*)

Dr. S. P. Mookerjee: My hon. friend said, disgraceful. I cannot imitate him in the use of adjectives. He has exhausted all the adjectives and I have no adjective left from which I can draw my inspiration. I say let us look at it in the proper perspective. We have to have our own institution. What I said was, I agreed with some of the points made by my hon. friend. I said, we have to be extremely careful in avoiding domination by foreign interests in our country. But, why should we hesitate to pay a tribute where good work has been done by our own countrymen. There should be no objection to that. True, certain parts have got to be imported. I have studied this question to a certain extent. Which is the country which manufactures 100 per cent. of all the parts with regard to the manufacture of locomotives? I would like to know from him. (*Some Hon. Members*: Russia). I shall stand corrected. I would appeal to the hon. Minister to see that India manufactures 80 or 90 per cent. of the component parts in course of the year. I asked the General Manager three weeks ago this specific question and he said that in the course of the next year, 80 per cent. of the parts will be manufactured at Chittaranjan. This is certainly something of which we can be proud and also if C. R. Das were alive today, he would have been proud. (*cheers*)

Let me now come back to the other point about which I may not get as much cheering as I get now, that is, with regard to the working of the zonal system. On this question, my hon. friend, myself and all of us sitting here in opposition were in the same boat. We opposed it last year and opposed it not in any party interest: I would beg the House to bear that in mind. We honestly felt that certain decisions were taken with regard to the zonal system which were not in the best interests of the country. I cannot go into the details, because, I have not got the time to do so. But, I would like to put one or two aspects to the hon. Minister.

First of all, there is the question of discontent from which the staff is suffering. Certain assurances were given to the staff as regards their rights while giving effect to the scheme. That is from one point of view, a com-

paratively minor point; but from another point of view, it is a very major point. If the staff gets discontented, then, the entire work cannot be carried on. I do not wish to go into the details. I can give the points at a later stage to hon. Minister. Let me refer in particular to the Eastern Railway. That is a zone today which, perhaps, from the point of view of mileage, is almost equal to any of the other zones. But, from the point of view of the load that that zone has to carry, it is something which cannot be compared to any other zone. Virtually speaking, so far as load on the broad gauge Railways is concerned, 60 per cent. of the Broad Gauge Railways load is being carried in this zone alone. Nearly 33 per cent. of the total load carried by the Indian Railways is being carried in the Eastern zone alone. So far as staff is concerned, its number will be nearly 260,000, which will be almost double the number of any other biggest zone. So far as wagon loads are concerned it has to carry nearly 6000 wagons load per day. I am taking these figures from the reports which were published during the last few months. So far as other zones are concerned, in no other zone has it to carry more than 2400 per day. So far as engines working on the rails are concerned, the number is 2000 in this zone whereas it is not more than 1000 in any other zone. So far as tons lifted go it comes to nearly 4 million whereas the maximum in any other zone will be about 1 million.

Then, there is the question of bottleneck at Moghulsarai. I know the Ministry did a lot and the officers did a lot to bring coal from the Eastern zone to other parts of Northern India. Will the hon. Minister give us facts—I could not get the facts because they are not available in public—as to what is the number of empties that are now going from the Northern to the Eastern side? The other day I found the hon. Chief Minister of U.P. was holding a conference. He saw that trade and industry were suffering in the U.P. I have got here copies of complaints which have been sent to the Railway Ministry. The Paper industry complained; the sugar industry complained; so many other industries complained that they could not carry their goods to Bihar, Bengal or Assam. I would like to have these figures. Leaving aside coal, what is the total movement of other merchandise last year and this year? What are the arrears and what are the restrictions on booking?

That itself will give us the picture that there is something wrong in the division of this zone. Now we have to look at it from the point of view of the future of our Railways. The Planning Commission Report is there and, I take it, its recommendations are going to be fulfilled. The Minister himself, in his speech, has stated that he expects an increase of nearly 4 lakh tons so far as steel is concerned in the next few years. The new steel factory will come into operation. The new iron ore factory will be located in that area. The Damodar Valley is going to be developed. Hirakud is going to be developed. You have the petrol refining station which is now developing at Vizag. You have so many other Schemes in that area, in Bihar and in Orissa and in parts of C.P., that it will be impossible for you to carry this load unless from now you re-examine this whole question. I am convinced with the materials at my disposal—of course, the Minister has much more at his disposal—that the whole matter has to be reconsidered. I am not fighting with Gorakhpur. I may tell U.P.: "Let it remain where it is and prosper; let it grow from prosperity to prosperity", but there is room for a seventh zone out of the old B.N.R. and the truncated E.I.R. and parts of Northern Railway. I made a verbal suggestion to the Minister some time ago that he should not allow any obstruction to be created between him and the officers concerned. Let him ask the officers of all the Railways frankly to express their view to the Railway Minister as to how the scheme has worked throughout the country, and then let him sit down unbiassed by any particular advice or any particular opinion as to whether any changes are necessary or not. You cannot change it overnight when the crisis comes. If the working of this particular system, of a particular zone, crashes, it will crash suddenly. It may not crash just today, but after a year or after two years, but already the symptoms of the cracks are there, and it is up to us to examine this question dispassionately. Let a Commission be appointed, let the officers concerned submit their reports, and let the whole matter be thrashed out in a proper and satisfactory manner.

Now, I have got plenty of materials here to show that no economy has yet been effected. The hon. Minister evaded the question. One thing he has done, perhaps on the advice of his Financial Adviser—the system of accounting has been changed. It is not possible for anyone now, not even for the Minister—not to talk of us poor men—to find out what exactly have been the earnings of each particular zone. So, if you want to decide whether each zone is really self-sufficient or whether there is any wastage or

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not, you have no material to proceed upon. Now that you have done it—you might have done it following some practice obtaining in some other country—that has deprived you of very valuable material on which alone you could have decided this matter.

The zonal system was introduced in this country more or less on the pattern of the U.K. What are they doing there today? I wrote to the U.K. and with great difficulty I have got a copy here of their Transport Bill which is now pending before the British Parliament. They had introduced the zonal system, but after its working for about a year or so, they have found certain defects have crept in, and in this Transport Bill which, of course, deals comprehensively with various matters connected with British transport, there are two clauses which deal specifically with this question. The Commission there has been empowered to go into the whole matter and deal with it in any way and make its recommendations to the Minister in the U.K. Now, that is a sound businesslike approach to a difficult problem. It is no party question. We do not want that the Indian Railways should be looked at from the point of view of any particular party. After all, even the Congress Party cannot, by an Ordinance, declare that only Congressmen can travel by the Railways, and no others can. It is not possible. This is really for the benefit of all concerned, and if we feel that there are sufficient materials to indicate that the zonal system is unscientific, that it had not been done on a proper basis, give us a chance of presenting our viewpoint before the Government, and let that be done through an independent Commission—I am not suggesting that there should be any party men or people filled with partisanship, in the Commission—who can go into the question without any fear or favour at all.

I believe this is a fact that if the Planning Commission's recommendations are fulfilled, you will require about 2,000 wagons a day more in Eastern zone alone. You cannot cope with what you have got at present, and, if this extra load of 2,000 wagons per day comes, it will certainly break and you will completely collapse.

So far as economy is concerned, I consider that has not been achieved. Administrative costs have gone up by one crore of rupees. I could not analyse what exactly it was due to—additional staff—Rs. 32 lakhs extra; Rs. 35 lakhs for the erection of the Northern Railway headquarters; Rs. 20 lakhs capital expenditure for North Eastern Railway. You say that you are going to effect economy, and these are big items of expenditure which have been budgeted as a result of the introduction of the zonal system. So, how is it you have gained? Let all these matters—financial, administrative, operational—be gone into with an open mind, so that the highest interests of the country can be protected.

With regard to the Assam Link, my friend Mr. Barman who spoke before me referred to this question. The Assam Link today runs on a single line. There was a report some time ago that the possibility of putting up a double line in the Assam Link was under examination. It is nowhere in the picture today. Now that is a vital thing—vital not only for Assam, but also for the northern part of Bengal. Today nearly 60 per cent. of the goods which pass on to Assam have to pass by boat or by steamer through Pakistan. And only a few months ago, as many as 30 steamers were held up within Pakistan which very seriously affected ordinary poor people in northern Bengal and in Assam. We must be able to rid ourselves of this complete dependence on Pakistan's mercy for the purpose of carrying our goods either to north Bengal or to Assam, and the one possible way of doing it is to double the line in Assam Link. Of course, it has got to be taken up with the Ganga Barrage scheme also. Now, that scheme is under consideration we have been told. The Mokameh scheme has been examined, and I have nothing to say about it. As I said last time, Mokameh and Ganga Barrage can go together. You want Mokameh which is essential for getting connection with North Bihar and the rest of the Province. Let us have the Ganga Barrage also, not only for the purpose of enabling the double line in the Assam Link to work properly, but also for the existence of Calcutta and parts of West Bengal. The hon. Minister knows reports have already come, and Sir Visveswaravya himself has suggested that the whole matter should be examined impartially and with a view to take steps within such time as would make it possible for us to save that particular part of India which is now fast developing, entirely from impending disaster. Now, there has been a report that they expect to get oil in some parts of West Bengal. So there is great scope of that area being developed. It is not in the interests of West Bengal that I am

speaking. I am speaking in the interests of keeping alive the economy of the entire country to which we are making a humble contribution as part and parcel of one country. I would ask, therefore, the hon. Minister to apply his mind to this question.

During war time a number of railway lines were taken off and they have not been replaced. We have received representations from the South with regard to the Morapur-Hosur line —76 miles—and Tiruppatur to Krishnagiri—36 miles both in Salem District, that a large number of people there are undergoing considerable inconvenience. The mileage covered is very large, and it should be possible for the hon. Minister to take these two cases into consideration.

Lastly, with regard to the Committee appointed for eradicating corruption. Well, no Committee can eradicate corruption; of course, a Committee may be appointed. And it is no use our blaming the Railway staff alone. After all, corruption and bribery mean that somebody gives and the other one takes. So, there must be a proper atmosphere created in the country, and that atmosphere can be created not with the singlehanded effort of the Railway officials. Undoubtedly, where there are such lacunae, where there are possibilities of such corruption and bribery, they must be removed, but here it is a matter where all parties can co-operate. A call must go to these individuals and to all Railway employees from top to bottom so that an observance of strict conditions and standard of service is established not only in their own interests, but for national good. When the Committee is appointed, I would ask the hon. Minister to add another term of reference there, and that is about the system and methods of purchase. Let not things come out later through the reports of the Public Accounts Committee or through other sources after the mischief has been done. It is no use having a post mortem examination alone. Now, if there are lacunae here with regard to the system and methods of purchase which involves crores and crores of Rupees, let us see how we tighten up the procedure now employed so that such loopholes may not exist in future. With regard to these particular purchases, my hon. friend to the right referred to the need of stores being purchased from indigenous sources. I find from the budget that there is a provision for purchase of stores to the tune of Rs. 80 crores, and nearly Rs. 30 Crores are imported I could not get the figure, but I would like to know from the hon. Minister from which countries we are getting these stores and equipments. Is this only from the U.K. or is it spread over all countries, whichever countries from which we can get the best terms to our best advantage? But a time must come when all the stores must be available from within India, and that itself will play a great part in the development of Indian industry and trade. When I was in office, I know that objections used to be raised on the ground that tenders, if called for within India, could not satisfy the specifications which the Railway Ministry, or for the matter of that, the Defence Ministry wanted to put forward. These were specifications which were prepared in British days. There might have been one hundred and one reasons why they insisted on British specifications being accepted in those days. There are other countries now which have got other specifications and their railways are also working without any catastrophe and we should see whether specifications can be changed—not of course taking any undue risk, but after scrutinising how such specifications are working in various countries. We should not tie ourselves up with British specifications in a manner that they will make us completely dependent on supply of stores only from the U.K. These are matters which will have to come up for consideration at the time of the Exhibition.

I welcome this idea of an Exhibition although we should not fritter away the money we have got for any small purpose, but this Exhibition will give us a complete picture not only as to how the Railway system has developed in our country during the last one hundred years, but also the troubles and difficulties through which we had to pass. And even, I would like the hon. Minister to indicate in the course of the Exhibition, the special steps which the British administration took, not in the interests of India, but for the purpose of perpetuating their domination through the working of the Railway system, and he can ask his officers and advisers as to how we can improve our Railways with a view to be self-sufficient in the near future. In his speech, the Minister has said that there will be a special museum in the Exhibition which will provide for an exhibition of those parts and other equipments on which India is dependent on foreign countries today. Now, along with those specifications, if also other instruction and advice will go, followed by the tour which the hon. Minister himself has suggested in his speech should be conducted after the Exhibition, then I am sure we will be able to

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create a co-operative atmosphere in this country which will be not only to the benefit of the Railways, but also redound to the credit of the whole country.

I shall end by saying that whatever may be our differences with regard to other matters, if an effort is made by the Government for maintaining the Indian Railways and their operational efficiency on a first-class level, and also for bringing up Indian youths and other individuals from top to bottom in a manner so that they can put hundred per cent. of their energy into the successful working of the system, it will receive the unstinted support and co-operation from all concerned. I would beg of the hon. Minister that if they want to bring about classless society, they may also look to the desirability of creating a new atmosphere in the minds of the Railway workers. I am not a labour leader. I have not come into touch with a large number of people in the labour areas, but during the last one year I had occasion to do so, and I found a lot of patriotism in their minds from the lowest to the topmost, but still they have a feeling of grievance that they are not getting what they deserved even though independence has come. The hon. Minister referred to the disgraceful—I shall borrow the expression from my hon. friend to the right—way in which workers are living in Sealdah Station and elsewhere. He wrote to me some time back that even now there will be about 2,500 families who have to live in wagons. It is indeed disgraceful. It should receive top priority, and he should be able to say when he brings his budget next year that there is not one single employee who is living in a wagon. This may be a small matter but this creates a new psychology that the Government, in whose hands the destiny of these people lies, are not looking to big schemes like Chittaranjan, but also are looking to the basic needs of the lowest people who are serving under the railways. Let us create that classless society amongst all classes of employees by making them feel that they would get full justice from the authorities. Through you and through the Railway Minister, I would appeal to all the officers who serve under the railway administration, or for the matter of that, all these nationalised big industrial organisations that it is the solemn duty of the topmost officers to come down from their high pedestals and create an atmosphere so that there may be real equality in approach, in thought, and also speedy justice in the settlement of whatever disputes may arise, specially in their dealings with all staffs subordinate to them, so that through co-operative efforts, we can work out successfully this gigantic enterprise on which our national prosperity so much depends.

Shri G. D. Somani (Nagaur-Pali): During the short time at my disposal, I would naturally like to confine myself to the difficulties which the trade and industry have been experiencing in regard to railway transport. At the very outset, I would like to emphasise the important role which our greatest national undertaking, the railways, have to play in executing the Five Year Plan, under which they have been allowed Rs. 400 crores, which is almost one-fifth of the total allocation in the Plan. The difficulties which the trade and industry have been experiencing in regard to their requirements of transport are well-known to the Railway Ministry, and in view of the expansion in the various sectors of our economy, it is of the highest importance that the Railway Ministry should take adequate measures in regard to their rehabilitation and expansion programmes, so that the needs of our expanding economy may be properly served. It cannot be too strongly emphasised that the development of railway transport should take precedence over development in all other sectors of economy, because if our railways are not in a position to meet the growing demands, then naturally the transport bottlenecks will impede the progress of development in other sectors. I am glad to find that the provision in the Railway Budget is in full consonance with the recommendations of the Planning Commission. And I do hope and trust that the railway administration will be ever vigilant to see and ensure that the growing needs of all sectors of our economy are properly attended to.

Coming to the Budget itself, I would like to make a few observations about the earnings from the goods traffic. We find that during the last few years, the earnings from the goods traffic have been increasing progressively year by year, substantially—due to the allround increase in production in various fields of our agricultural and industrial sectors. Here, I would like to draw the urgent attention of the Railway Minister to the disquieting feature about the trend of earnings from the goods traffic, which has been lately shown in the figures made available in the budget estimates. The House is aware that there was a drastic increase on the coal freights last year by 30%, and there was an upgrading of railway freight rates in various other commodities, under the

name of Nationalisation. Over and above that, there has been a remarkable increase in our industrial production, in textiles, in sugar, cement, steel and paper. But the figures show that there has only been an increase of Rs. 4 crores in the earnings from the goods traffic, as compared with the figures for the year 1951-52. The fact that there have not been increased revenues, which could have been expected as a result of the tremendous increase in coal freight and the increase in production in other commodities, shows clearly that the law of diminishing returns has begun to operate, and the seriousness and significance of it does not seem to have been properly realised or assessed by the Railway Board. It is the intelligent pre-assessment of the impact of coming forces, which alone can serve to sustain and encourage our expanding economy. But if the Railway Ministry's policy will be only to safeguard their own earnings, and not to go into the realities of the situation, and the question how much the traffic can bear, then I am afraid, the consequences of that policy will prove very much detrimental to the general economy of our country.

There have been successive increase in the railway freights during the last few years. Firstly, the structure was revised on what is called the telescopic basis. That led to all sorts of increases, and I have got certain figures to show that the increases in the freight for short-distance traffic for the transport of raw materials were as much as 200 to 300% in certain cases. Then, the terminal charges were increased, even in cases where the railways are not rendering any services which they are supposed to render, for the levy of these charges. The rates were again increased, following the integration of the railways. Last year, there was an increase in the coal freight rates structure. In the name of rationalisation also, there were further increases in freight rates, in the case of various other commodities. I may refer you to one instance where during the last year, one of our largest industrial undertakings, the Tata Iron and Steel Works, have paid about Rs. 1·16 crores as increased railway freights, and for this, they have asked the Government of India to increase the retention prices. The matter has since been referred to Traffic Commission. The same thing has been responsible for the increase in the ceiling price of other commodities also. Similarly, the cement industry has approached the Government for an increase in the ceiling price, due to the increases in the freight structure, which have been imposed by the Railway Ministry from time to time during the last few years. In such matters as the transport of raw materials and other basic goods, like steel and cement, if the policy of the Railways will be to go on increasing burdens of freight rates, then the question arises as to the principle on which the whole freight structure is based. It should follow the sound principle of serving the developmental and expanding economy, and the interests of the railway alone should not be considered in this matter. The time has come when I would request the hon. Minister to implement what I suggested last year, namely that a Committee should be set up to go into the incidence of the burden on our various industrial units, as a result of the policy that has been followed by the Railway Ministry during the last few years. My hon. friend Dr. Lankasundaram had quoted yesterday some extracts from the explanatory memorandum, and also made a similar suggestion as regards the appointment of such a committee. I find from the remarks of the hon. Minister in the Upper House, that he has given some promise to the effect that this matter would be examined by the statisticians and experts in the Railway Board. But I do not think this will meet the needs of the situation completely. What is needed is that our whole freight rates structure should be scientifically placed, and there should be a reclassification on certain sound basis, which will ensure the industrial development of the country. In this connection I would suggest that it might be classified again on the following lines: firstly, by giving priorities to food, fertilisers and cattle fodder; secondly, to raw materials for industries; thirdly, semi-manufactured articles, and fourthly to manufactured goods. There should be an order of priorities on which the freight structure should be based, and there should be a certain ratio between the various groups on which the structure will be based. I do not see how the appointment of a Committee will commit the Railway Ministry to reduce the freights here and there. It will all depend upon the findings of that Committee, whether the incidence of burden for any particular industry is such as the industry could not bear, and whether it is not based on sound principles. The mere fact that an inquiry will be made does not in the least commit the Railway Ministry to one thing or the other. I do not understand why when the Railway Ministry which has brought about these substantial increases in freight rates, and the law of diminishing returns has begun to operate, and the various

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sections of the trade or industry are suffering heavily on account of these prohibitive burdens, opportunity is not being given to the various trade organisations and industries to place their case before an impartial committee of experts who could go into the whole freight rates structure and could give their verdict whether really the principle on which it is based at present, is such as the trade and industry could bear, or whether any relief is due in certain directions, which must be given.

Shri B. Das (Jajpur-Keonjhar): Your Federation is meeting. Why do you not suggest a scheme to the Government and to the public?

Shri G. D. Somani: I may inform my hon. friend, Mr. Das that the Federation has written to the Railway Board from time to time drawing their attention to the unfair burdens that have been imposed on the various industries. Not only the Federation but various other commercial organisations—of chemicals, paper, cement, steel etc.—have approached the Railway Board. But it is a matter of utter disappointment that the Railway Board have continued to ignore all these representations.

I know that the Railways are a monopoly undertaking and they can certainly afford to ignore all these representations and continue their policy. But will it pay in the long run? Is it in the national interest just to continue to ignore the genuine grievances of trade and industry? After all what is the policy of the Government in relation to the public utility undertakings? We know from the Electricity Act that the electricity undertakings are not allowed to earn more than 5 per cent. return on their capital and even the depreciation which they are allowed under that Act is far less than what is allowed under the Indian Income-tax Act. Now, here is a similar example where our Railways are also a public utility undertaking. The aim of the freight structure that the Railways should follow must be to encourage the growth and development of trade and industry throughout the country and, at a time when the Railway Board itself feels that there is a trade recession and that the mercantile community is reluctant to register advance bookings, it is surprising that they are simply content with their remarks that as soon as the trade and industry adjust themselves to the new lower levels, everything will be all right. But why should the trade and industry alone be expected to adjust to the lower levels? Why should not the Railways seriously examine whether they also have to adjust to the changing conditions and to the needs which the present situation warrants.

I will, therefore, again appeal to the hon. Minister to seriously examine the desirability of setting up a Committee of impartial experts and to give an opportunity to the various trade and industrial organisations to put their case before that Committee and if the findings of the Committee do warrant any revision of the freight structure he can take such action as might be justified in the light of those findings.

One thing more and that is about Rajasthan. Rajasthan is a backward area and even from the strategic, defence point of view, the importance of having proper communications in an area which has a long border with Pakistan cannot be overemphasised. But I do not find in any of the new schemes that the claims of this area have been in any way examined. I am aware that the various railway administrations, when they were functioning independently in the various States, had a lot of new schemes under consideration, but it seems that all those schemes have been put into cold storage.

I have not seen or heard anything even about the Deesa-Raniwala line which was going to be surveyed. There is no indication when the construction of even that line will be undertaken. So I would urge that the claims for the development of Railway communications in Rajasthan should be urgently examined.

Shrimati Ammu Swaminadhan (Dindigul): I would like to congratulate the Railway Minister for giving us a very clear picture of the working of the Railways today. I know some hon. Members of the Opposition spoke about it being too rosy a picture and not being realistic. I think in that they are wrong. I do not think he gave a very rosy picture and I think the speech he made was certainly most realistic. He told us about the difficulties they are facing, he told us about the railway earnings having gone down and their not being able to give all the facilities they wanted to give to the workers,—and all the other difficulties they were facing. In this matter, I would like to make a few suggestions to the hon. Minister. I hope he will give full consideration to those things.

First of all, he spoke about the downward trend in railway earnings, especially with regard to the passenger traffic having gone down a great

deal. But he has not given any kind of suggestion with regard to how to solve this problem and how to improve matters.

May I say that one of the first things that I wish that the Railway Minister should consider is the reduction in fares. Unless the third class and intermediate class fares are reduced, I am sure by next year when we again have the Railway Budget, perhaps the passenger traffic would have gone down a little more. We must not forget the fact that soon after the second world war there was plenty of money in this country and many people could afford to travel then though the railway fare had been increased. But, today it is not the case. There is an actual slump in the country and people do not have much money to spare apart from their very great needs, domestic and otherwise. But, if he introduces a certain reduction in fares—and I am very sorry to say that no mention has been made about the reduction—I am sure things will improve and more people will be able to travel.

With regard to the amenities for third class passengers, I must say there has been a great deal of improvement but, at the same time, I do not think enough has been done. The third class compartments, unfortunately, are still far from being in a sanitary condition and they need to be looked after better than they are being looked after today. With regard to the passenger guides, they also should be told to see to the comforts and conveniences of the third class travelling public a little more than they do now. I know it is not their fault always that they cannot cope with very large crowds that they have got to cope with at some stations. But that only means that the Railway Minister should see to it that more guides are employed at such stations where there are likely to be large crowds of passengers. It has also been brought to my notice that the guards of trains who used to go and ask the passengers if there was anything they could do—or at least we passengers used to see them on the platforms—are never to be seen these days. I know, perhaps the passenger guides are supposed to be doing that work that the guards used to do before. But I must say the passengers will feel better if the guards also sometimes show themselves to the passengers Quite recently when I was travelling in the Southern Railway I had to send two or three porters to try to get the guard because there was something I wanted to tell him with regard to the stopping of the fan in my compartment, but I could not get him for three stations after I called him. And, I feel this matter of asking the guards to see whether the passengers want anything from him or not should be looked into.

I am very pleased to know about the new lines that are going to be put in certain parts of the country, especially with regard to the Ernakulam-Quilon railway line. That has been a very long-felt need, chiefly for commercial and trade interests. The line between Ernakulam and Quilon will help many places in South India to contact the new Cochin port and I think that will help to improve our trade in South India a great deal.

Once more I must speak about the comfort of the third class passengers because a complaint has been brought to me recently by a large number of students who went from Bombay to Madras to attend a Conference in Madras city. That was in December and they had concession tickets—I suppose for one single third class fare they could travel both ways. That was quite cheap. But they were all in one large third-class carriage and there were boys and girls travelling. Unfortunately, all the way from Bombay to Madras there was no water in the compartment at all. Every time they wanted to have a wash they had to get down at stations and use the taps on the platforms. Such things also should be seen to. I do not know whether any complaint has been made to the Railway Board or to the Railway Minister but this complaint was made to me because one of my own relatives who is a student in Bombay happened to travel by that carriage along with the other students. I hope such matters will be given full consideration and things like that should not happen as far as possible. Now the hot weather is going to begin. There should be plenty of water not only in the compartments but also plenty of drinking water at every station. I know this has been mentioned many times but it does happen sometimes that at some stations they cannot get drinking water in the hot summer months.

I find that there is one matter which has not been spoken of at all and that is with regard to not having much co-ordination and co-operation between the Ministry of Railways and the department that deals with Highways in India. Not a long time ago I had occasion to travel by road in almost all parts of Madurai district and several times when we came to a level-crossing we found 50 feet on either side of the level-crossing—sometimes more than 50 feet—the

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road was in a most appalling condition and those were places where we were having the National Highways. I enquired about the reason for the road being in that bad condition at such places and I was told that one part of it was dealt with by the Highways Department and the part that was bad belonged to the Railways and the Highways Department had nothing to do with it at all. It seems to me very strange that when both the Highways and the Railways belong to the Government that they should not have a little more co-ordination, and help each other when these difficulties arise. Now, when I am speaking about level-crossings, I would like to say a few words with regard to over-bridges. I am sure the hon. Deputy Minister knows very well about the difficulties experienced in the city of Madras. Two level-crossings are there which very badly need over-bridges. At one place a lot of shunting takes place near the Egmore station and the other is a place where there are always large groups of people going one way or the other and because of the local electric trains in Madras, every time people have to wait for several minutes at both the level-crossings. I hope the Deputy Minister will consider this question and see how he can expedite this matter of two over-bridges in the city of Madras. Besides the city of Madras, in the constituency from where I come, the town of Dindigul, there is one level-crossing which, if I may use the term, has been really a disgrace to the Railway Department. That particular level-crossing is just near the railway station and it seemed to me remained almost always closed. I spent about 8 weeks in a house on the other side of that level-crossing and there was not one single instance when I could pass that railway crossing without having to wait, sometimes even as long as 15 to 20 minutes, because of the shunting that was going on there. I am sure the Deputy Minister is quite aware of this also because the place where all these officers of ours go to and stay when at Dindigul is the Travellers' Bungalow which is on the wrong side of the level-crossing. I have known many of our Ministers from the Madras State going there and having to wait at the level-crossing. I know they had even tried in some ways to agitate towards having an over-bridge there. I hope the Deputy Minister, the next time he goes to these parts, especially to Dindigul, will have to wait at this level-crossing for a long time and that I hope will make him realise the necessity for an over-bridge at that place in Dindigul.

Then there is also another station in Malabar—Shoranur—which also must be known to the Deputy Minister as well as to the Minister of Railways. That also is a station where there is a good deal of shunting done and I myself have waited there many a time even more than 15 minutes. I know that agitation has been going on there for a long time to have an over-bridge and it is very necessary that that over-bridge should be built.

There has been a good deal of talk with regard to bottlenecks and about goods being held up in different places. I know that the situation is very much better today. It has much improved—but not quite all right yet. I have seen goods lying on platforms absolutely crowded up that one cannot even walk comfortably. I have been hearing about empty wagons being kept on side lines and not being moved. I hope this matter will be given full consideration by the hon. the Railway Minister and he will see that goods are moved more quickly than perhaps they are being done now. But I must say that there has been a great deal of improvement and I congratulate the hon. Minister and the Ministry of Railways for the improvement brought about by them.

With regard to catering in trains, I am sorry I have not any good word to say about it. Catering has deteriorated to such an extent that we find it very difficult to eat anything on trains or at railway stations. I myself used to enjoy having my meals on long railway journeys from the dining cars. But now the food is so bad. They give a large quantity of all kinds of things, but actually the taste is not at all to one's liking and the quality of food has deteriorated a lot.

Shri B. Das: We North Indians thought it was Madras taste-introduced by our friend Sri Santhanam.

Shrimati Ammu Swaminadhan: I feel that this matter also needs to be carefully considered by the Railway Minister. We used to get, as the Deputy Minister knows, such excellent meals in South India in places like Chingleput, Coimbatore, Mettupalayam, Salem, Erode and other stations, that many of us travelling in trains on those routes used to look forward to those meals. But now the rice is bad and the coffee for which South India is famous is absolutely undrinkable by us, South Indians who are used to good coffee. I do hope that this

matter of catering will be given full consideration. I feel that the Department itself should take up this matter of catering and try to see how they can improve it. We do not want a large quantity of food, or large variety of food, but what is given should be of good quality.

I know a great deal has been said with regard to regrouping of railways. I think regrouping was a very fine idea and it was a very courageous action which was taken by the Railway Board and the Ministry of Railways. But at the same time I would like to say that these units or zones are perhaps too large to be efficiently run. I feel that they are not having as much efficiency as they should have. I think it will be necessary for the Ministry of Railways to think about having these zones or units made smaller than they are now, because when the zone is very very large, it is difficult for the officials to cope with the work. I feel sure that there will be more efficiency and they will work with more satisfaction and a great deal more success if the zones are made slightly smaller than they are today.

I need not go much into the question about the changes in classes, except to say a few words about it. We had one change not a very long time ago as the hon. Minister himself knows, and I am afraid that change was not a great success. In fact, I think the exchequer lost quite a great deal of money on that. I hope before new changes are introduced they will look very carefully into all the financial and other commitments, whatever they are, before they actually introduce them. I am not particular of travelling in the First Class. I am quite happy to travel Second Class and it is not because of my own particular comfort or the comfort of any particular group of people that I am talking about. But I do feel that these constant changes that are proposed to be introduced in the railways is not always helpful and I also feel that by making these changes railways are likely to lose money rather than get more. The passenger earnings have already gone down and I think it will be better that money is spent to give more amenities to the third class passengers such as reduction in fares etc. and provide as much amenities as possible for railway workers, rather than bring about these changes in classes.

There is nothing more that I need say excepting that I hope the Railway Minister will give full consideration to the few suggestions that many hon. Members of this House have made in which I also have joined.

Shri Kelappan (Ponnani): We have been discussing the Railway Budget for the last two days and at this far end I only wish to draw the attention of the hon. the Railway Minister to a few facts and I hope that he will pay necessary attention to them, for they loom large in the eyes of the public.

I believe in the good intentions of the Railway Minister and I am sure he will do his best to improve the Railway administration. Something has been attempted and achieved, but the pace has been very slow. People are impatient. They expected great things from the new Government and that may be one of the causes for their disappointment.

The Railways are perhaps the biggest business concern in the country. Their income is equal to that of this Government. They employ over ten lakhs of people. If they make a few crores of profit that really is no reason to consider that the administration is run most efficiently. There is no reason for complacency. There are ever so many things to be done. It is somewhat disquieting to know that there has been a fall in income from passenger and goods traffic. We must try to find out what the causes for it are. One may be insufficiency of wagons. It has been the complaint of the merchants that they do not get wagons in time. The explanation of the Government for failure to rush food to scarcity areas has often been scarcity of wagons. One of the reasons for the fall in passenger earnings may be the unsatisfactory train timings. I believe ticketless travel has also been on the increase. These may be some of the reasons why earnings have gone down.

5 P.M.

The hon. Minister spoke about the amenities that he proposes to give to the third class passengers. The present renewed third class coaches are distinctly better than the old ones; but how long will it take to build the required new coaches or even to remodel the old ones? The people have really no patience to wait so long. How is this need going to be met? There has been overcrowding in the third class compartments. In some of the trains overcrowding is so great that people have to travel on the footboards. The passengers also may to some extent be responsible for this.

[Shri Kelappan]

overcrowding. When they find that a door is open, all the passengers rush into that compartment. No railway official takes it into his head to see that these ignorant passengers are properly directed. Nobody considers it to be his business. And that probably will continue as long as corridor-carriages are not provided.

It is an unfortunate thing that after the nationalisation of the railways the public interests are being ignored. I speak about the Southern Zone and I shall say what we have been requesting the railway authorities to do for the last few years. And still they have not come to the help of the public. I speak particularly about Calicut. The present train timings are the most inconvenient. Calicut has a population of over a lakh and a half and is the headquarters of a district. In addition to so many public offices it has three colleges and seven or eight high schools. It is a very thickly populated place with the result that people have to live outside and come to the town for all their business. From the north, during day time, there are only two trains, one at 9 o'clock and the other at about 12. There are two trains in the night, one closely following the other. One is at 1-05 and the other at 1-15. Similarly from the south to Calicut there are only three trains during day time. One is at 8-15, the other at 2 and the third at 5. This 8-15 train is most inconvenient to the students. And very many students come by this train. They have to start very early in the morning if they have to reach Calicut by 8-15.

Another thing is that though there has been a reorganisation of the different Railway systems we find that there is very little co-ordination between them in the matter of timings. For instance let me take the Grand Trunk Express. This train used to leave Delhi at 5-55 P.M. previously. Now it is leaving at 6-25 P.M. This train reaches Madras at 7 in the evening, and the Mangalore Express (which is the last train to the West Coast) leaves Madras at 7-30 P.M. There is only an interval of half an hour. And generally the Grand Trunk Express reaches late, and therefore it is almost impossible to catch the other train with this half an hour interval. Before this there was an interval of an hour. Then one could probably hope to get that train. Think of the inconvenience these helpless third class passengers will have to undergo if they have to remain in Madras for a day. Not only that. I may give my own experience Sometimes the Grand Trunk Express would be steaming into the platform at 7-30 and at the same time the Malabar Express would be steaming out of the other platform! Nothing is lost if that train is delayed by ten or fifteen minutes, if they care for the convenience of the passengers. These ten or fifteen minutes could easily be made up.

The question of abolition of the first class has been engaging the attention of the railway authorities for some time. Now I find that it is being put off or slowed down. I see no reason why it should not be immediately given effect to. If the third class passengers are also provided with the comforts according to these promises and if sleeping accommodation is also provided for long distance third class passengers, I see no reason why there should be these three classes.

I also wish to draw the attention of the hon. Minister to a very urgent matter regarding the Calicut railway station. The Calicut railway station, I believe, was built in the last century when Calicut was the terminus of the South Indian Railway on the West Coast. It has got only one platform. And that will be always crowded with parcels. At the time of arrival of the Madras Express the platform will be full of iced fish baskets from which blood and water may be oozing and you will have to pass through so many hurdles before you are able to board the train. This has been continuing for long, and several representations have been made to the railway authorities, but nothing has been done so far.

[PANDIT THAKUR DAS BHARGAVA *in the Chair*]

This is a matter which should receive the utmost priority.

I should also like to bring to the notice of the hon. Minister the great need for an over-bridge in Calicut. There is not a single over-bridge in the whole of that big town even though the railway line passes through the centre of the town. There is a level-crossing which is very close to the station, not even a hundred yards from the station, and that is the busiest part (Big Bazar Road) in the whole town. This level-crossing nas to be closed not only for the trains to pass but even for purposes of shunting. At times one has to wait there for fifteen or twenty minutes, and the traffic is held up a number of times like that.

One other matter about which reference was made here is the case of the Class I and Class II officers. That is a vexed question which has been engaging the attention of the Government for long, I believe. The Minister in his speech speaks about this and he says that these officers have got real grievances. I am reading from the Minister's speech:

> "During the last budget session and I think in earlier years too, reference has been made in this House to the Class II Services of the Railways. The question of abolition of Class II Services is an intricate one. I would not like to go into the merits of the question and shall only consider here two important matters which have been exercising the minds of Class II officers. One of them is that the quota for promotion to Class II Service, i.e. 25 per cent. of the vacancy has not been fully implemented. I have made enquiries and I find there is substance in this complaint."

Now, as I said, this question has been engaging the attention of the authorities for a long time. Sir Edward Benthal was of the opinion that the Class II service need not be retained. The Kunzru Committee had a partial solution of the problem. That Committee suggested that 25 per cent. of the posts in the senior scale of Class I may be reserved for Class II officers. The Government did not accept this recommendation but they promised that 25 per cent. of the junior Class I posts would be reserved for Class II officers. Let us see whether this has been done. It was done for some years but since India became free, since this country was declared a Republic, things have gone from bad to worse. In 1941-42, the number of officers recruited to superior services was 33, of these Class II officers got 10; in 1942-43, those recruited to the superior services were 28 and Class II officers got 13; in 1933-34, out of 71 recruits they got 14; in 1944-45, out of 107, Class II officers who were promoted were 25; in 1945-46, out of 100, they got 19 but when we come to 1946-47, we find that out of 53 posts, Class II officers got only one, in 1947-48, out of 104, they got nil; in 1948-49, out of 150, they got 8 and in 1949-50, out of 37, they got 3. During these last four years, 309 officers were recruited to the superior service. Of these, Class II Officers got only 12. If they were given at least 20 per cent., they ought to have got 60. But they got only about 4 per cent. I do not understand why there should be the Class I and Class II. Class II could certainly be abolished and it must be possible for the smallest man in the Railway Department to rise to the highest post if he has the ability for it. Therefore I hope the Railway Administration will find its way to do away with the Class II officers. After all, what is the difference? The Minister says it is an intricate question. I do not know how it is. Class II officers start on Rs. 275 and rise to Rs. 800. Class I Juniors also start on Rs. 300. *i.e.*, Rs. 25 more, in the scale of Rs. 300—900. Therefore there is very little difference between these two classes. Then why should this injustice be perpetrated? As now things are, from Class II one cannot cross over to Class I. Why this untouchability even in the services, I ask?

The Station masters also have got a similar grievance. The Station Master is the head of the station staff and there are a number of subordinates under him. We find some of the clerks are better paid than the station masters. Their work is very responsible. If anything goes wrong, they are answerable. I cannot understand why they should be on a lower scale than the clerks who are working under him.

There is only one more matter I wish to refer to. Now that these railways form part of the Government, I see no reason why they should not take some part in the reconstruction work that is going on. There is the Five Year Plan. There is the Community Project and even in some villages, reconstruction work is going on. People are making a number of roads. I find for some of these roads, a level crossing is necessary. If the people approach the Railways for a level crossing, they do not get a reply even, and if they get a reply, they are asked to pay a very heavy sum for providing a level crossing. I believe this is a thing that the Railways should do on their own account. They should also join the reconstruction activities going on in the villages. I hope that the Railway Minister will see his way to instruct the department to help the efforts that are now being made in the villages.

Shri Viswanatha Reddy (Chittoor): Much of the criticism that has been levelled against the Railway Budget has been based on a fallacious understanding that we have already been able to establish in this country a 100 per cent. public utility concern in the railways. I would like to submit to this House that we have not yet been able to make our railways a 100 per cent. public utility concern because we are still in the process of such

[Shri Viswanatha Reddy]

transformation from a purely commercial concern, that is what it was in the days of the Britishers. Ever since we took power from them, we have been in this process of transformation and until and unless it is completed, we cannot judge the budget purely on the basis of the understanding that it is a 100 per cent. public utility concern. Therefore, to the extent that this limitation is inherent in the existing circumstances, to that extent there are bound to be certain deficiencies. Therefore, we shall examine the budget purely on the basis whether or not the pace of this transformation is quick enough to meet the needs of the country.

I would like to associate myself with several hon. Members who have expressed themselves in favour of a thorough review of the structure of rates and fares. It is only fair that when the lower class passenger is paying the bulk of the revenue of the Railways, he should be given some relief at one time or another. The other day, I had occasion to go up and down the platform in Madras on my way to Delhi. I found that nearly 60 per cent. of the space in the train was occupied by the upper class passengers and only 40 per cent. was left to the third class passengers. From the point of view of percentage of fares paid, I am sure the return from the lower class passengers in that particular train would have been nearly 80 per cent. This is a very clear injustice which we should certainly set right as early as possible.

With regard to the structure of freight rates also, there is very great disparity. I must refer to one particular instance of which I have personal knowledge. There is a very cheap commodity called yellow ochre —commercially it is called ochre. It is used for yellow washing of buildings. It is a very cheap commodity and is available in plenty throughout the country. This commodity is classified in the same category as, for instance, aniline dye. The price per ton of yellow ochre is roundabout 60 rupees whereas perhaps the price of aniline dye is roundabout Rs. 15,000 or more. This classification has been done some years back purely from the point of view of getting revenue and not with a view to help industry and trade in this country. It is time for us to review the whole position and see how this rate structure could be made a helping handmaid to the development of industry and trade in our country. Therefore, I would join Dr. Lanka Sundaram in requesting the hon. Minister for Railways to set up a very representative Committee as early as possible to go into the whole question and decide on this rate-structure in view of the changed circumstances. Of course we have the Rates Tribunal which is working now. From the Administration Report of the Railways, I find that this Tribunal has been able to decide only about a handful of cases which is very inadequate in the circumstances.

Now, I would like to be a little parochial and would like to draw the attention of the hon. Minister to a particular branch line in the Southern Railways—the Pakala-Dharmavaram metre gauge section. I do not know if anybody in this House has travelled on that line.

Shri Raghavachari (Penukonda): I have travelled.

Shri Viswanatha Reddy: I am glad he has travelled. If one looks at those locomotives, he will be reminded of Stephenson, the discoverer of locomotives.

Shri Venkataraman (Tanjore): Send one to the Railway Exhibition.

Shri Viswanatha Reddy: That was exactly what I was going to suggest. If the Railway Minister does not know this, I would request him to hurry up and bring one of these engines and exhibit it in the Centenary Exhibition of the Railways so that it may amuse the children of Delhi. It is no exaggeration if I say that people travelling in this train actually get out from the trains, pull up some groundnuts in the roundabout fields and get into the train. Actually, the ryots are hard put to safeguarding their produce at the time of the harvest. I would request the hon. Minister to rectify this defect and bring us from an antediluvian age to comparative modernity.

I would also like to suggest to the hon. Minister the opening of a line which has been recommended by the Rayalaseema Development Board. I am making this suggestion not for the consumption of my constituency, nor for getting a pat on the back from some of my people down there. I would request the hon. Minister to get the scheme examined from all aspects purely on its merits and take it up if it is worth while at all. I am referring to the line connecting Ongole, Cuddappah Madanapalle and Bangarupet. Ongole is on the main Grand Trunk line between Madras and Bezwada. Cuddappah is on the line between Madras

and Bombay. Bangarupet is on the line connecting Madras and Bangalore as well as Madras and Salem, Erode and Mangalore. This linking would at one stroke connect almost all the main lines that feed the trade and industry of the whole of the Southern peninsula. I would request the hon. Minister to plot all these points on the map and see how this line cuts down distances —from various places in the South by nearly about 500 miles. The cumulative effect of the cutting down of such a great distance would certainly be of great benefit to everybody connected with trade and industry in the South. I would also like this scheme to be examined by some high officials of the Ministry of Defence. I feel that from the defence point of view also, this is going to be an excellent line. For whatever it is worth, I would request the hon. Minister to examine this scheme thoroughly.

Once again I would like to impress on this House the necessity for a thorough review of the rates and fares structure and request the hon. Minister to appoint a Committee for the purpose as early as possible.

Shri C. R. Narasimhan (Krishnagiri): This budget synchronises with the centenary celebrations of the Railway, and naturally, one is tempted to go into retrospect. One has only to compare the maps of 1860 and 1953 with one another to comprehend and visualise the vast changes that have taken place. The Railway, starting as a small thing, and going through various stages of control, management and ownership, has emerged as the greatest national undertaking of the country. Today, it holds the pride of place among our national concerns, and with 34,000 miles, of line is serving the country. This is great progress, and following it up, the Constituent Assembly has laid down sound financial conventions and has created various Funds for purposes which were explained in detail by my friend Mr. Venkataraman. And now our Railway Minister's cautious and methodical budget, I am sure, ushers in another era of great progress.

These are, no doubt, very glorious pages in the Railway's history, but I have to say that there is a chapter or two of tragedy also. I would like to refer to what this House has come to know as the "dismantled lines". They are 26 lines, branch lines, of nearly 900 miles in length. They were dismantled during the second world war in order to further the war effort. As the House knows, those days we had a very authoritarian regime, no one was consulted, the affected were not consulted, and the decision was taken and the lines were removed. The buildings are there. Even our Deputy Minister was not able, the other day, to answer to a supplementary whether they were looked after or not. There are a number of stations and property. People sometimes steal the tiles and other movables. That is the position there. I do not know what the book value of these things is. And the worst hit in this matter was my district Salem, and I am grateful to...

Shri B. S. Murthy (Eluru): To Mr. Alagesan?

Shri C. R. Narasimhan: .....to Dr. Mookerjee who has been so good as to mention it in this House this time, and very powerfully too. I am very thankful to him and I hope that he will succeed in what I have failed to achieve during the last budget *viz.*, in convincing the Railway Ministry to do justice to the affected people. There were nearly 100 miles of Railway line and a portion of the District was suddenly deprived of its Railway. The hands of the clock of progress were simply set back. Yesterday, our Deputy Minister referred to a case in Orissa and said: "We give, and we will not take back", but here it is actually a case of taking back the welfare activities that were in existence there. I once again, for the second time, and joining Dr. Mookerjee, appeal to the Railway Minister and the Railway administration to do justice to these people. Actually, this District is a very far-flung one, and from the headquarters to the extreme stations, it is nearly 150 miles or so. Travel is now very difficult. Recently, the area was going through a famine, a very severe type of famine, being an adjoining area to Chittoor and North Arcot which we know have been declared as famine areas. In the olden days, i.e., in 1905, the branch lines were constructed also as a famine relief measure, and now that recently that area was troubled by famine, I appeal to the Railway Minister to restore the line as a famine relief one. I am sorry my appeal did not catch the deaf ears of Delhi so far. If in the olden days they could co-ordinate famine relief activity with railway work, I fail to see why it is not possible today. Therefore, I hope justice will quickly be done.

Sardar A. S. Saigal (Bilaspur): They will do it.

Shri C. R. Narasimhan: Now, I would like to refer to some other matters. The Railway Minister, in his speech, thanked Mr. Driver for the

[Shri C. R. Narasimhan]

work done in the Fuel Enquiry Committee. I hope he will not mind my quoting a small speech which Mr. Driver made on another matter, and I hope the House will permit me. Dealing with lignite, Mr. Driver says this:

> "In the water and fuel starved State of Madras, the use of lignite on scientific lines will give a great fillip to the industry and electrification of the country, not to speak of the large saving in coal freight to Railways and industry, the saving in wagon, loco power and traction capacity that is at present used to bring coal from one thousand miles north and the conservation of the best quality coal that goes to the South from Bihar and Bengal because owing to the long haulage, it does not pay to send to the South lower grades of coal. Thus the development of South Arcot lignite is not a matter for the State of Madras alone, but it is a concern for the Union as a whole from the point of view, among others, of regionalisation of coal supply, rationalisation of transport and conservation of good quality coal."

And he adds:

> "Both as regards coal and lignite resources of India, if may be said that in nature every prospect pleases but man alone is unready and unorganised for equipment and funds."

I hope the Railway Ministry will egg the other Ministries on to greater and surer action in the matter.

I am very glad there are proposals to link up Khandwa and Hingoli. That would link the metre gauge in the North and South. It is a very grand proposal, and I am sure it will succeed. Incidentally, complementary to that proposal, I have another proposal. If only Salem and Bangalore, along with the Morappur-Hosur line for the restoration of which I plead today, are linked up, Hosur to Bangalore, Morappur with Salem in metre gauge line, there will be another wide area in the South linked with one another in metre gauge. And from Masulipatam and Goa via Bellary, Bangalore and Salem via Cuddalore, we can reach even Cape Comorin. That would be a big link up, and will be complementary to the other link up, and a wide area will be thrown open for metre gauge travel and transport. Therefore, I would appeal to him to consider the matter from this point of view also.

The time has come now to woo custom. Even the Railway has now got to woo custom in order to augment its receipts, and whatever concessions they have announced will enthuse the public. I hope more concessions will be given in the matter of week-end tickets.

I am also thankful to the Railway Minister for taking great steps for the removal of bottlenecks between Bezwada and Madras. On behalf of the South, I express my gratitude to him.

Coming back to local needs I would suggest a metre railway train between Maras, Egmore and Salem Town. Now-a-days, the three trains that run between Madras and Cochin, Madras and Mangalore and Madras and Mettupalayam, reach Salem in the dead of night, and leave also Salem in the dead of night. It is very inconvenient to that premier city, which is the third in the Presidency. If we can get metre gauge service from Salem Town to Madras Egmore, I think it will have great possibilities. If that is done, we shall be saved the trouble of leaving Salem at unearthly hours and also coming to Salem at unearthly hours.

Shri B. S. Murthy: Why not shift Salem?

Shri C. R. Narasimhan: I join my hon. friend Mr. Venkataraman, in appealing to the Government to restore the Railway Standing Committee, as was laid down in the Convention.

Shri T. N. Singh: (Banaras Distt.—East): Which convention?

Shri C. R. Narasimhan: I am glad the Users' Committees are being inaugurated. I am sure goodwill will be promoted by them. Finally, I assure the Railway Minister that he can depend upon the country's support through thick and thin, in keeping the railways a going concern.

Shri Sarmah (Goalghat-Jorhat): Coming from a State, which is the greatest sufferer in respect of transport, may I crave your indulgence for about ten minutes?

Mr. Chairman: So far as I am able to see, I do not think opportunities have been given to all the States, to speak. To say that a certain State has not been represented in this debate, is, not a good ground for calling upon the hon. Member to speak.

Shri Sarmah: I quite see that. But the hon. Minister was pleased to mention the name of the State in that con-

ner of the country in connection with ticketless travel in the Council of States. If I may be given five minutes, I shall be very grateful to you.

Mr. Chairman: I shall now call upon Mr. Nand Lal Sharma. I would request the hon. Member to take as little time as possible, because there are others who are very anxious to speak.

श्री नन्द लाल शर्मा (सीकर) :

नमोऽस्तु रामाय सलक्ष्मणाय देव्यैच तस्यै जनकात्मजायै ।

नमोऽस्तु रुद्रेन्द्र यमाडिनलेभ्यो नमोस्तु चन्द्रार्क-मरुद्गणेस्यः ॥

सभापति महोदय, धन्यवाद तो इस बात के लिये है कि समय का बन्धन आप को मेरे लिये घोषित करना पड़ा । मैं साथ में रेलवे मंत्री महोदय को भी इस बात के लिये बधाई देता हूं कि उन्हों ने इस वर्ष के अन्दर अन्दर अपना प्रभाव अपने विभाग पर जमा दिया और उन के इस भाषण से, जहां तक मैं देखता हूं, उन का व्यक्तित्व फूट फूट कर बाहर आ रहा है । सत्यता का उन्हों ने अवश्य परिपालन किया और अपनी कमियों को भी बतलाने का प्रयत्न किया है। हम भी समझते ह कि कमी को बतलाने वाला व्यक्ति अवश्य उन्नति के मार्ग पर अग्रसर होता है। इसलिये मैं कुछ अपनी ओर से सुझाव दे कर और कुछ निवेदन कर के अपना स्थान ग्रहण करूंगा, समय अधिक नहीं लेना चाहता ।

श्री मंत्री महोदय इस बात की ओर संकेत कर रहे हैं कि हमारे इस रेलवे विभाग का जितना भी स्वरूप इस वर्ष कुछ कमी की ओर जा रहा है तो उस में खर्चा कुछ अधिक दिखाया गया है । कई विभागों में व्यय अधिक दिखा कर के बचत की कमी दिखाई जा रही है । म समझता हूं कि यह भी उन का दोष नहीं है । उन के जो कार्य करने वाले पुरानी पद्धति पर चलने वाले हैं उन के कारण यह हुआ है । अंग्रेजी पद्धति में किसी न किसी प्रकार से हानि दिखाते हुए आगे चलने की जो परिपाटी है वही परिपाटी अब भी काम कर रही है । किन्तु मैं निवेदन करूंगा कि उस हानि के देखने से यह भावना भी सामने नहीं रखनी चाहिये कि हम तृतीय श्रेणी के व्यक्तियों के लिये पूर्ण सुविधायें नहीं दे सकेंगे । यह शब्द अभी आप के भाषण से प्राप्त हो रहे हैं कि तृतीय श्रेणी के लोगों के लिये हम ने पिछले वर्षों में और इस वर्ष जो सुविधायें देते रहे हैं अगले वर्षों में हम पूरी सुविधायें नहीं दे सकेंगे । यद्यपि जैसा राजर्षि बाबू पुरुषोत्तमदासजी टंडन ने कहा है हम लोग भी देखते हैं कि तृतीय श्रेणी में कुछ सुविधायें तो प्राप्त हुई हैं, किन्तु मंत्री महोदय स्वयं ओवरक्राउडिंग (over-crowding) के प्रश्न को अपने अभिभाषण में स्वीकार करते हुए यह नहीं कहा जा सकता कि तृतीय श्रेणी के लोग अभी वहां स्वर्ग सुख का अनुभव कर रहे हैं । इस के अतिरिक्त अभी तक दरिद्र जनता, साधारण जनता, तृतीय श्रेणी में ही यात्रा करती है और उन्हीं को अधिक से अधिक किराया देना पड़ता है । उस किराये को देते हुए भी उन को जब यात्रा में दुख और कष्ट होता है तो मैं आशा करता हूं कि इस की ओर रेलवे मंत्री महोदय ध्यान देंगे ।

इसी प्रकार से जो किराये का प्रश्न उठाया गया है तो मैं समझता हूं कि विदेशी सरकार के रहते हुए जो उन की भारतवर्ष की पूंजी को विदेश में ले जाने की भावना थी उस के अनुसार वह जितना भी लूटती वह उस के लिये उचित था । लेकिन आज रेलवे को प्योरली बिजिनैस कनसर्न (purely business concern) समझ लेना उचित नहीं है । जनता के सुख और सुविधा के लिये जो रेलवे चलाई जा रही है उस में साधारण जनता की ओर से किराये का विशेष प्रश्न उठाया जाता है और जैसे पहले भी प्रश्न आ चुका है इस ओर मंत्री महोदय ध्यान देंगे ।

[श्री नन्द लाल शर्मा]

सुविधाओं के सम्बन्ध में अधिक न कहने पर भी कम से कम जल की सुविधा, पीने के पानी की सुविधा के लिये अवश्य कह देता हूं। आने वाली गर्मियों के समय में यह विशेष ध्यान देने योग्य है। कितने ही स्टेशनों के गुजर जाने पर जल की प्राप्ति न होने से बड़ा कष्ट होता है। मैं यह देखता हूं कि आजकल क्लासलैस सोसायटी (classless society) बनाने के लिये आवाज़ आ रही है और रेलवे में भी यह परिपाटी चलाने के लिये कहा जा रहा है। दुर्भाग्य से क्लासलैस सोसायटी तो न बनेगी, क्लासलैस क्लास एक अवश्य खड़ी हो जायेगी। अगर हम अपनी सरकार में से नेहरू, काटजू, टंडन आदि क्लासों को नहीं हटा सके और उन की क्लासें विद्यमान हैं तो क्लासलैस सोसायटी की कल्पना करना अपने आप को केवल धोके में रखना है, स्वप्निल जगत में रखना है। इसलिये मैं निवेदन करूंगा कि अंग हीन शरीर के समान वर्गहीन समाज की कल्पना करना जीवन को नष्ट करने के समान राष्ट्र को नष्ट करना है। आप चाहे सैकिंड क्लास बनाइये, चाहे थर्ड क्लास रखिये, किसी प्रकार से आर्थिक रूप से आप क्लासैज़ को ऐलीमिनेट (eliminate) करने का प्रयत्न करें, क्लासैज़ को हटाने का प्रयत्न करें, आप चाहें कि सारी क्लासैज़ सब प्रकार की मिटा दी जायें तो मैं समझता हूं कि जिस प्रकार से इस भवन की सब दीवारें तोड़ ताड़ कर एक जगह इकट्ठी कर दी जायें, उस प्रकार से यह एक सर्वनाश का मार्ग होगा। इसलिये यह कहते हुए मैं निवेदन करता हूं कि आपने पानी के अन्दर आर्थोडाक्स (orthodox) और जनरल वाटर रखा है। ड्रिंकिंग वाटर (drinking water) दो प्रकार के कर रखे हैं। लेकिन जहां तक मैं देखता हूं आर्थोडाक्स लोगों के लिये पीने के पानी की कहीं प्राप्ति नहीं होती। भले ही किसी को अच्छा न लगे, लेकिन आप को एक बात स्मरण रखनी चाहिये कि आप उन को चाहे अल्पसंख्यक मान या बहुसंख्यक मानें, दोनों ही अवस्था में आप को उन की रक्षा करनी है और राष्ट्र को इस ओर ध्यान देना है। ऐसे भी कुछ लोग हैं जिन्हें आर्थोडाक्स ढंग का पानी चाहिये और आपने आर्थोडाक्स वाटर नाम से कैटेगरी (category) रख रखी है, लेकिन वहां पानी का कोई प्रबन्ध नहीं है। यह कैटेगरी होने पर भी पानी नहीं मिलता, इस से बड़ा कष्ट होता है।

राजस्थान के सम्बन्ध में मैं दो शब्द और निवेदन कर दूं। मैं मंत्री महोदय का धन्यवाद इसलिये करता हूं कि आपने चूरू–फ़तेहपुर लाइन राजस्थान में बनाने की ओर अपने अभिभाषण में संकेत किया। राजस्थान की ओर से आप की सेवा में आवेदनपत्र भेजे गये हैं। राजस्थान ताज़ा ताज़ा अभी आपके केन्द्र के साथ रेलवे सिस्टम में आ कर मिला है। उस ने जो जो नयी लाइनें बनाने का काम आरम्भ किया था वे लाइनें आज केन्द्र के द्वारा सचालित न होने को उन्हें बड़ा कष्ट होगा। वहां यातायात की बहुत सी असुविधायें विद्यमान हैं, यह आप को अच्छी तरह से मालूम है। यहां पर आपनें जो चूरू-फतेहपुर लाइन की ओर सन् १९५३-५४ के लिये संकेत किया है, मैं आशा करता हूं कि वह केवल आपके काग़जों में न रह जायगा, उस पर कोई न कोई कार्यवाही भी आगे के लिये आप करेंगे यह मैं आशा करता हूं।

बाबू पुरुषोत्तमदास टंडन द्वारा अंतर्राष्ट्रीय अंकों का प्रश्न उठाये जाने पर मैं समझता

हूं कि यह अंकों का कलंक हमारे विधान में सर्वदा विद्यमान रहेगा जब तक कि उस को वहां से हटा नहीं दिया जायेगा। भारत की जनता एक स्वर से देवनागरी और हिन्दी के लिये मांग करती है, परन्तु आज हमारी सरकार इस ओर ध्यान नहीं दे रही है। कम से कम ऐसे राष्ट्रीय भावना वाले मंत्री के विभाग में तो इस कमी को अवश्य शीघ्र से शीघ्र पूर्ण कर देना चाहिये।

दो शब्द मैं उन रेलवे विभाग के कर्मचारियों की ओर से कह देना चाहता हूं जिन्होंने अपना दुःख कई बार हम लोगों के सामने रखा और जिनका वर्णन अभिभाषण के अन्तिम भाग में आप ने किया। Promotion by seniority and complaints by the staff, यह दोनों दावे grievances of the staff आपने कहे। राजस्थान जिस को केन्द्र के साथ मिलाया गया है, तो वहां स्टेट्स में राजस्थान में तो वेतन बहुत कम था और नतीजा यह हुआ कि जब उनको केन्द्र के साथ मिलाया गया और यहां के आदमी भेजे गये तो जिनका वेतन अधिक था उनको स्टेट कर्मचारियों के ऊपर सीन्योरटी (seniority) प्राप्त हो गई और फल यह हुआ कि वहां जो लोग सर्विस में काफ़ी पुराने थे, उन सब को नीचे दबा दिया गया, मंत्री महोदय को इस ओर विशेष ध्यान देना चाहिये, कहीं पर सीन्योरटी द्वारा और कहीं पर मेरिट (merit) के द्वारा उन्नति (Promotion) इन दोनों के घपले के बीच में बहुत से बेचारे लोग रह जाते हैं न वह मेरिट में आते हैं और न सीन्योरटी में आते हैं, दोनों से छूट जाते हैं, इस ओर मंत्री महोदय को ध्यान देना चाहिये।

एक बात और मैं आप को कह दूं। करप्शन (corruption) इत्यादि के बारे में तो बहुत लोग कह चुके हैं। सुरक्षा के बारे में मैं आप का ध्यान दिलाना चाहता था, और वह आप के विभाग से और गृह मंत्री महोदय के विभाग से दोनों से सम्बद्ध है और उसके बारे में आपने यहां पर संकेत भी किया है। अभी मैं आप को बतलाऊं कि राजस्थान में एक व्यक्ति ने मुझे बतलाया कि वह सेकेन्ड क्लास में सफ़र कर रहा था। संसद् में बैठे हुए सदस्य लोग नहीं, परन्तु साम्यवादियों की ऐसी कृपा है, उस ने बतलाया कि जैसे ही गाड़ी चलने वाली थी, एक आदमी आ कर सेकेन्ड क्लास में बैठ गया, उस समय कोई दूसरा मुसाफिर नहीं था, गाड़ी चल पड़ी और उस के लेटते ही एक और व्यक्ति गाड़ी में कूद आया। एक आदमी ने तो मेरा गला दाब लिया और दूसरे ने छुरा निकाल लिया और मेरे पास उस समय जो भी सामग्री थी, उन्होंने ले ली, उसने मुझे बतलाया कि उसने उनसे कहा कि भाई तुमसे भूल हो गयी है, मैं कोई सेठ व व्यापारी नहीं हूं, मेरे पास क्या धरा है, मैं तो एक साधारण सा व्यक्ति हूं, लेकिन उन्होंने कहा कि जो तुम्हारे पास हैं सब निकाल दो और वह सब सामान लेकर जंजीर खींच कर गाड़ी से कूद कर चले गये, मैं तो दुर्भाग्यवश ही कहूंगा कि वह आदमी तथा सब सामान पकड़ा गया, लेकिन हमारी भारत सरकार की लक्ष्मी देवी, दक्षिणा के प्रभाव से उन पर कोई केस नहीं चलाया जा रहा है, मैं मंत्री महोदय का ध्यान इस वाक़्या की ओर दिलाना चाहता हूं और मैं अन्त में और अधिक न कहकर पुनः आप को इस क्षेत्र में परिश्रम करने पर बधाई देता हूं और अपना स्थान ग्रहण करता हूं।

श्री बलवन्त सिन्हा महता (उदयपुर): स्थानापन्न अध्यक्ष महोदय, रेलवे में जहां तक शासन और सुधारों का सम्बन्ध है, मैं समझता हूं कि उन में काफ़ी सुधार हुए हैं और काफ़ी प्रगति हुई है। जिस हालत में अंग्रेजों से हमको यह रेलें मिली थीं, आप भली-भांति

[श्री बलवन्त सिन्हा महता]

जानते हैं कि उस वक़्त हमारी रेलों की क्या दशा थी। आज जो हम भ्रष्टाचार और असुविधाओं के बारे में कहते हैं, तो मैं आप को बतलाऊं कि इन चीज़ों की शुरूआत ही नहीं बल्कि यह चीज़ें उस समय अपनी चरम सीमा पर रेलवे में मौजूद थीं और उस समय रेलवे का एक एक मामूली गुडस् क्लर्क (goods clerk) तक बीस, बीस, और पच्चीस, पच्चीस हज़ार रुपया ऊपर से कमाता था, यह और अन्य अनेक प्रकार की अव्यवस्था उस वक़्त रेलवे में मौजूद थीं और रेलवे की ज़िन्दगी में एक ऐसा समय आ गया था जब मालूम होता था कि रेलों का चलना मुश्किल हो जायेगा, लेकिन यह बड़े संतोष की बात है कि हमारी सरकार ने बड़ी कुशलतापूर्वक इस महकमे को सम्हाला और उस में काफी परिवर्तन भी किये हैं। इस बीच हमारी सरकार ने काफी उस में सुधार किये हैं इस बारे में कोई दो मत नहीं हो सकते। आज जो लोग रेलवे और सरकार की आलोचना करते हैं तो उन की आलोचना देख कर ऐसा मालूम होता है कि कुछ लोगों का स्वभाव ही ऐसा हो गया है कि वह कोई इस में अच्छाई ही नहीं देख पाते और उनको अपने स्वभाव के अनुसार केवल बुराई ही बुराई दिखाई पड़ती है और वह हमारे मित्र ठीक उन पक्षियों की तरह हैं जिन्हें प्रकाश अच्छा नहीं मालूम होता, कुछ आलोचक एक ऐसे वर्ग से आते हैं जिन के सामने कभी कोई अच्छाई हाती ही नहीं है। जिन लोगों ने आलोचना की है उन्होंने इस बात को नहीं देखा है कि रेलवे में पहले से चले आऐ हुए भ्रष्टाचार आदि जो चरम सीमा पर पहुंच गये थे हमारे रेलवे विभाग ने उस दिशा में कितना सुधार किया है। मैं तो बहुत घूमने वाला हूं और मैं सभी क्लासों में घूमता हूं और मैं ने देखा है कि मुसाफिर गाड़ी में सफ़र करते हुए अक्सर रेलवे और सरकार की चर्चा करते हैं, शासन की चर्चा होती है, लेकिन रेलवे की तो चर्चा अक्सर कर के होती है और उस चर्चा में मैं अपने अनुभव पर कहता हूं कि मैं ने सब क्लासों और वर्गों के लोगों को यह कहते सुना है कि रलवे में काफ़ी सुधार और परिवर्तन हुए हैं, इसका यह मतलब नहीं है कि इस विभाग में कोई और सुधारों की गुंजाइश नहीं है, काफ़ी गुंजाइश अभी सुधारों में है और भ्रष्टाचार को दूर करने की दिशा में है। जैसा कि हमारे श्रद्धेय टंडन जी ने बतलाया हमारे अन्दर भ्रष्टाचार है, यह ठीक है कि भ्रष्टाचार है, वह दूर किया जा रहा है, और दूर होगा किन्तु मैं समझता हूं कि जब तक आप सब लोगों का उस के लिये पूर्ण सहयोग नहीं मिलेगा तब तक उस का पूरी तरह से दूर होना बहुत मुश्किल है। हमारे संसद् के सदस्य जिन की संख्या करीब सात सौ के होगी दोनों हाउस के मिला कर उन को यात्रा करने का काफ़ी अवसर होता है, वह थर्ड क्लास के मुसाफिरों के बारे में देखें कि उन की क्या असुविधाएं हैं और वह किस प्रकार दूर हो सकती हैं। मैं समझता हूं कि अगर संसद् सदस्यगण इस तरफ़ ध्यान देंगे और उस को मिटाने की कोशिश करेंगे तो मुझे पूरा यक़ीन है कि यात्रियों की बहुत कुछ तकलीफें दूर हो सकती हैं। हमारे वर्त्तमान रेलवे मिनिस्टर हर बात को बड़े ध्यान से सुनते हैं और बहुत ज्यादा प्राम्पट (prompt) हैं, मुझे इस सम्बन्ध में खुद का अनभव है, मैं ने किन्हीं बातों के लिये उन्हें लिखा था, और उन्होंने बहुत (प्राम्प्टली) जल्दी से उन की जांच करके और छानबीन करके मुझे उत्तर दे दिया और उन तकलीफ़ों को दूर कर दिया। इसलिये मैं समझता हूं कि बहुत सी चीज़ें ऐसी हैं जिनको जल्दी से दूर किया जा सकता है और उस के लिये आप का उन के साथ सहयोग अति आवश्यक है

क्योंकि जब तक सक्रिय सहयोग न होगा, तो केवल खाली कह देने मात्र से वह शिकायतें एक दम से दूर न हो सकेंगीं। करोड़ों रुपया खर्च किया गया है और जैसा कि बताया गया है करीब दस करोड़ चौदह लाख रुपया यात्रियों को सुख सुविधायें पहुंचाने के हेतु खर्च हुआ है और इस में शक नहीं कि कई तरह की सुख सुविधायें प्राप्त भी हुई हैं जैसे नई नई ट्रेनें चलायी गयी हैं, करीब १४२ नई ट्रेनें इस साल के दौरान में जारी की गयी हैं, यह कोई कम सुधार नहीं हुआ है। नये डिब्बे लगाये गये हैं, पानी की सुविधा दी गयी है और दूसरी अन्य सुविधाएं भी बढ़ायी गयी हैं। हां, इस में जरूर मतभेद हो सकता है कि इन में प्राथमिकता किस को दी जानी चाहिए, जैसे पानी की व्यवस्था में हम बहुत जगह पाते हैं कि रेफरेजेटर्स (refrigerators) लगाये गये हैं, लेकिन इस के बरखिलाफ़ बहुत सी जगहें ऐसी हैं जहां पानी की बहुत क़िल्लत है और पानी की कमी होने के कारण लोगों को काफ़ी दुःख उठाना पड़ता है, इस में हो सकता है कि पहले हम इस बात को प्राथमिकता दें कि सब स्टेशनों पर समुचित पानी का प्रबन्ध हो जाय और यह प्रबन्ध पूर्ण हो जाने के बाद फिर हम देखें कि मुसाफ़िरों को हम ठंडा पानी किस तरह से सप्लाई करें। इसी तरह से हम देखते हैं कि आज रेलवे स्टेशनों को भव्य बनाने की बड़ी बड़ी योजनाएं की जा रही हैं, वह सब ठीक हैं, लेकिन ऐसी भी बहुत सी जगहें मैं जानता हूं जहां पर रेलवे स्टेशन नहीं है, उन जगहों पर काफ़ी गाड़ियां आती जाती हैं, और वहां पर काफ़ी व्यापार बढ़ गया है, व्यापारी वर्ग वहां का इस बात की मांग भी कर रहा है कि हमारे यहां रेलवे स्टेशन बनाया जाय, लेकिन वहां स्टेशन नहीं खुलते, मैं चाहता हूं कि आप पहले उन की तरफ़ ध्यान दें और जहां जरूरी हों नये स्टेशन खोलने का प्रयत्न करें।

जहां स्टेशन नहीं बने हैं आज होता यह है कि गार्ड बाबू वगैरह मुसाफिरों को गाड़ी में बिठा देते हैं और उनसे इसके एवज में कुछ पैसा ले लेते हैं और उन को बिना टिकट दिये वैसे निकाल देते हैं, मैंने खुद ऐसे स्टेशनों पर देखा है जहां पर खाली गाड़ियां ठहरा करती हैं, मगर स्टेशन नहीं बने हुए हैं वहां रेलवे कर्मचारी पूरा पैसा अपनी जेब में रख लेते हैं और उस को रेलवे विभाग को नहीं पहुंचाते हैं।

6 P. M.

इसी प्रकार से ऐसी और कई चीजें हैं। नये कंस्ट्रक्शन (construction) अर्थात् इमारती काम होते हैं, उसमें भी काफ़ी गड़बड़ी है। आप जानते हैं कि हमारे यहां राजस्थान में एक मसल मशहूर है कि आधे में देवी देवता और आधे में क्षेत्रपाल। क्योंकि हमारे कंट्रैक्टर्स (contractors) और अफ़सरों की जेबों में बहुत सा पैसा चला जाता है। इसलिये भी मैं समझता हूं कि हमें ठीक नीति काम की रखनी चाहिये। जो नई योजनायें होती हैं जैसे कि बताया गया कि नये डब्बे आये, उस में बड़ा स्कैन्डल (scandal) हुआ। अभी हम ठीक तरह से काम करने के अभ्यस्त नहीं हुए हैं इसलिये भी इन कामों में बड़ा गड़बड़ घोटाला हो जाता है। इसलिये पहली प्राथमिकता देशी और आवश्यक चीजों को दी जाये, उस के बाद अन्य चीजों को लिया जाय।

मेरा ख्याल था कि जिस प्रकार से हमारे प्लानिंग कमिशन (Planning Commission) ने पूरी योजना बनाई है उसी प्रकार रेलवे की भी पूरी योजना हमारे सामने आयेगी, हम लोग बड़े उत्सुक थे कि यातायात का पूरा चित्र हमारे सामने होता कि कितने वर्षों में हम अपने यातायात के साधनों को पूरा कर सकेंगे। लेकिन दुःख है कि वह चित्र

[श्री बलवन्त सिन्हा महता]

हमारे सामने नहीं आया और जो भी नई रेलवे लाइनें इस में रक्खी गयी हैं उस में भी कोई ऐसी बात नहीं मालूम होती कि किस नीति से किस को प्राथमिकता दी गई है। हमारे रेलवे मिनिस्टर साहब ने यहां पर बताया था कि प्राथमिकता उसी को दी जायेगी जहां पर बड़े उद्योग धंधे पनपने वाले होंगे, खास कर जहां पर खनिज पदार्थ होंगे और खानें होंगी। दूसरे उन्होंने यह बताया था कि हमारे प्लानिंग कमीशन ने अन्न को प्राथमिकता दी है इसलिये उस को भी हम प्राथमिकता देंगे। मैं समझता हूं कि जहां तक अन्न के पहुंचाने की बात है वहां भी हमारे यहां यातायात के साधन को जुटाने में प्राथमिकता दी जानी चाहिये थी। मेरा ख्याल है कि इन तीनों बातों की अवहेलना की गई है। मैं आप के सामने इस का एक उदाहरण रखता हूं। हमारा राजस्थान एक ऐसा प्रदेश है जिस में उदयपुर से ले कर हिम्मत नगर यातलादे तक रेले को ले जाने के लिये काफ़ी रिप्रेजेन्टेशनस (representations) आये, एक स्टेट से नहीं, तीन स्टेट्स के। बम्बई, राजस्थान और आदिवासियों की तरफ़ से। जिस इलाके में यह रेल चलने वाली है उस में ४० लाख आदिवासी रहते हैं। सारा का सारा एक कम्पैक्ट एरिया (compact area) आ गया है। राजस्थान, मध्य भारत और बम्बई को मिला कर वहां ४० लाख आदिवासी रहते हैं और करोड़ों दूसरों को लाभ इस से मिलने वाला है। कल इस सभा के अन्दर कहा गया था कि बीस लाख लोगों के लिये रेलवे लाइन नहीं बनाई जाती, मैं कहता हूं कि वहां ४० लाख आदिवासी रहते हैं।

अन्न की प्राथमिकता के लिये हम ग्रो मोर फूड (grow more food) की बातें चलाते हैं लेकिन मैं आप को अब से पिछले पचास साल के पहले ले जाना चाहता हूं। हिन्दुस्तान में पचास साल पहले एक कहत आया था जिस को छप्पन का अकाल कहते हैं। उसका असर सब जगहों पर हुआ, लेकिन राजस्थान में उस का असर सब से ज्यादा इसलिये नहीं हुआ कि वहां अन्न की कमी थी तब वहां पांच सेर प्रति रुपये अन्न मिला करता था, लेकिन वहां लाखों आदमी इसलिये भूखों मर गये, और हज़ारों मकान इसलिये उजाड़ हो गये कि वहां यातायात की कमी थी वहां अनाज नहीं पहुंच सकता था। आज भी वहां पर वही हालत है। जिस एरिया का मैंने आप से जिक्र किया है, जहां आदिवासी लोग रहते हैं वह आधे भूखे रहते हैं। वहां अनाज किसी तरह से नहीं पहुंच सकता क्योंकि वहां पर न सड़कें हैं न रेलें हैं, और मेरा जाती अनुभव है कि वहां अनाज इसलिये महंगा है यहां तक कि मक्का डेढ़ सेर का बिकता है। भील लोग जिन की आमदनी दो या तीन आने रोज की है वह डेढ़ सेर का अनाज कैसे खरीद सकते हैं? नतीजा यह होता है कि कई लोग भूखों मर जाते हैं। कहा जाता है कि लोग भूखों नहीं मरते, लेकिन मैं अपने अनुभव की बात कहता हूं कि वहां आदमी आज भी मर रहे हैं। वह आधे पेट रहते हैं, गाय खाते हैं। वे हिन्दू हैं लेकिन गाय खाने पर उतारू हो जाते हैं क्योंकि भूख की ज्वाला तो उन को मिटानी ही है। छप्पन के अकाल में जिस प्रकार से माताओं ने अपने बच्चे खा डाले थे उसी प्रकार से हमारे यहां लोग गाय तक खा जाते हैं। इस बात के लिये हम लोगों ने आप से प्रार्थना की कि आप वहां रेलें बनवाइये, बम्बई वाले कहते हैं कि रेल निकालना जरूरी है, राजस्थान वाले कहते हैं, मध्य भारत वाले कहते हैं, ४० लाख आदमी वहां रहते हैं उन में से कई ने अभी तक रेल देखी भी नहीं है और वे काफ़ी मुसीबत में हैं।

इस के अलावा इंडस्ट्री की बात कही जाती है। रेलें वहां खोलेंगे जहां इंडस्ट्री होगी, मैं कहना चाहता हूं कि वहां एक सब से बड़ी इंडस्ट्री खुलने वाली है। आप ने सुना होगा कि वहां जस्ता, सीसा और चांदी की खानें हैं, वह आज की नहीं हैं, बल्कि बरसों पुरानी खानें हैं। आज भी वह खानें चालू हैं और उन का माल तैयार होने के लिये बिहार जाता है या बेल्जियम (Belgium) जाता है और वहां पर एक बहुत बड़ी इन्डस्ट्री होने वाली है जिन्क-स्मेलटर (zinc smelter) की, वह भारतवर्ष क्या सारे एशिया की सब से बड़ी जिन्क इन्डस्ट्री होगी। उस के अन्दर ६० हजार कीलो वाट पावर का कन्जम्प्शन (consumption) होगा और मैं आप को बतलाता हूं कि आप ने जो चम्बल की योजना बजट में शामिल की है वह चम्बल की योजना और किसी वजह से नहीं है, इसी जिन्क माइन्स (Mines) की वजह से बनी है। जब कि हमारे यहां के सीसा की खानें याने उस वक्त बर्मा की खानें जापान के हाथ में चली गई थीं तब अंग्रेज़ सरकार ने यह देखा कि हमारे पास लड़ाई के लिये काफ़ी सीसा नहीं है तो यह योजना बनाई गयी और चम्बल की योजना को निकाल कर इस इन्डस्ट्री को बनाना चाहा। यह बड़े दुःख की बात है कि चम्बल योजना आ गयी लेकिन जिस के कारण वह बनाई गई वह उद्योग रेल के अभाव में नहीं बढ़ सका इसके अलावा वहां कई प्रकार के ऐसे खनिज पदार्थ हैं जिन से वहां के लोगों को आराम मिल सकता है, रोज़ी मिल सकती है, लेकिन मैं समझता हूं कि कोई कोआर्डिनेशन (Coordination) करने वाला नहीं है कि जिस से यह तय किया जा सके कि हम किस को प्राथमिकता दें। अगर आप इस प्रस्ताविक रेल को उद्योग धंधों के लिहाज़ से देखें तो इस को प्राथमिकता मिलनी चाहिये, अगर आप इसको लिहाज़ केज़ से देखते हैं तो इस को प्राथमिकता देनी चाहिये। और अगर मानवता के लिहाज़ से देखना चाहते हैं तो भी इस को प्राथमिकता देनी चाहिए मेरी समझ में नहीं आता कि इस चीज़ को क्यों आंखों से ओझल कर दिया गया है?

राजस्थान काफ़ी पिछड़ा हुआ है। काफ़ी काम धन्धे न होने की वजह से भी पिछड़ा हुआ है। आप इस को काफ़ी पिछड़ा हुआ बताते हैं, वह क्यों पिछड़ा हुआ नहीं होगा जब आप इस की मदद नहीं करेंगे। राजस्थान ने करोड़ों रुपये की रेलें आप को दी हैं। लेकिन आज वहां पर नई रेलें बनाने की योजना नहीं है। जिस वक्त हमारी अलग रेलें थीं, धड़ा धड़ रेलें बन रही थीं, लेकिन आज हमारे यहां को जहां पर रेलों की इतनी आवश्यकता है प्रायरटी (Priority) नहीं दी जाती।

अभी हमारे श्रद्धेय टंडन जी ने एक बात सुझायी है, उस के लिये भी मैं आप का ध्यान आकर्षित करता हूं कि हिन्दी के टाइम टेबिल तो छपते हैं, लेकिन अंक उन में हिन्दी में नहीं होते हैं, यह हमारे लिये बड़े शर्म की बात है। इसलिये कम से कम जो हमारे यहां हिन्दी भाषा के टाइम टेबिल छपें वहां यह ज़रूर होना चाहिये कि उन में अंक हिन्दी में छापे जायें।

इस के अलावा मैं एक बात और कहना चाहता हूं कि हमारे यहां बहुत सी इन्डस्ट्रीज़ इसलिये बन्द हो जाती हैं कि वहां पर हमारी रेलें मीटर गेज (Metre gauge) की हैं और जितना कोयला हमारे यहां आता है वह ब्राड गेज से आता है इसलिये सब का सब आगरे में इकट्ठा हो कर बाटल नेक पैदा कर देता है। आप को इस पर ध्यान देना चाहिये। जो कोयला लाने का किराया है उस को भी आप को कम करना चाहिये,

[श्री बलवन्त सिन्हा महता]

हम को बाहर से मंगाने में इस पर काफ़ी किराया देना पड़ता है। कोयला नहीं आ पाता तो इन्डस्ट्री बन्द हो जाती है। इसी तरह से और कुछ पत्थर की इन्डस्ट्रीज़ ऐसी हैं जिन के रेलवे फ्रेट के रेट्स रिवाइज़ (Revise) करना चाहिये। वहां पर पत्थर की बड़ी बड़ी इन्डस्ट्रीज़ हैं जहां लाखों आदमी काम करते हैं। यह जो भवन है, जहां हम बैठे हुए हैं, जो हमारा लाल किला है, जो बड़े विशाल सेक्रेटैरियेट्स (Secretariats) हैं यह सब की सब राजस्थान के पत्थर से बनी हुई हैं, और हिन्दुस्तान की जो बड़ी बड़ी सफ़ेद पत्थर की इमारतें हैं वह भी राजस्थान के पत्थर से बनी हुई हैं। वहां पर लाखों आदमी काम करते हैं फिर भी उनकी बड़ी दुर्दशा है। वह इसी कारण से कि रेलवे फ्रेट की रेट्स ज्यादा हैं और वह कम होनी चाहियें।

मुझे बहुत कुछ कहना था लेकिन समय नहीं है। मैं आप को धन्यवाद देता हूं कि आपने मुझे समय दिया।

Mr. Chairman: There are many Members who are anxious to speak. If the House agrees—I may allow only 10 minutes to the speakers who will speak henceforth.

Several Hon. Members: Yes, yes.

Shri A. V. Thomas (Srivaikuntam): We have been hearing a lot about bottlenecks here the last few days and I thought that I was also caught up in it. But, thanks to the whips, I have been able to arrive at my destination at least on the third day.

Let me at the outset pay my compliments to the Railway Ministry for the frank and open manner in which they have presented the Budget to this House. Their estimate, I feel, is really an optimistic one, but, at the same time, they have not failed to point out the difficulties that may be experienced. I also admire the courage with which the Report of the Public Accounts Committee had been circulated at the same time, because that has given a lot of material for many hon. Members to talk about. That document is not a very happy one. The mistakes that have been committed had been pointed out. I sincerely hope that the mistakes of the past will not be repeated and that the Ministry have learnt the lesson from these mistakes and in future will not commit these or other mistakes. I hope they will also try their best to remedy the defects pointed out in that report.

It has been said in the speech of the hon. Minister that earnings from both passenger as well as goods traffic are coming down. As regards passenger traffic, especially the third class, the estimated amount is given at Rs. 90 lakhs. I would like to impress upon the Railway Ministry that they really must do something to reduce the third class passenger fare by at least ten per cent. This will mean 9 crores on the 90 crores estimate. Well, you have a surplus of Rs. 9 crores according to your own estimate. Railway transport has been acknowledged as the public or common man's transport and the Ministry should not look to the third class passenger fare as a revenue earning fare. If they can Budget even without a surplus, it will be satisfactory from the point of view of this country. I therefore specially urge on both the Minister and the Deputy Minister to consider the matter very carefully and afford relief to the poor third class passengers. I have seen in places, where people have been anxious to travel from one place to another to see their relations, at a time of distress or on happy occasions, bemoaning their inability to pay the fares. The State has provided a means of transport for the common man but at the same time the door has been shut against him because of the high fare.

As regards goods traffic, there is money in this and I feel that with careful handling freight charges or the earning on freight could be increased to a greater extent than the 2 or 3 per cent. that had been mentioned. Everywhere we hear complaints about shortage of wagons. Of course, I realise there is a shortage of wagons in the country. But I feel that greater attention should be given to the intelligent use of these wagons, to see that these wagons do not move empty from place to place. I remember during the war there was a slogan "keep

moving." I feel if our railway authorities look into the matter and select some of their own experienced men who have been serving the railways during the war and put them on special duty a lot could be done. For instance, we heard some time ago that in the Sindri Fertilizer Factory there were about 80,000 tons of fertilisers lying in stock. I am not quite sure about the figure—but I think it was 80,000 tons. It has been lying there for months and we all know that the 80,000 tons was not going to be consumed in that particular area. It had to be taken to various parts of the country. If the Commercial Department of our Railway Ministry had been alert I feel they could have got in touch with the other Departments concerned and moved the stock monthly or so to important centres in India from where it could be distributed to the smaller places. This would have helped to get the wagons filled up and also satisfied to some extent the need for wagons. Everywhere we hear this shout for wagons. If you go to Tuticorin you hear merchants complaining of lack of wagons for moving salt. Go to Madras or Bombay or anywhere, there is the demand for wagons. I know it may not be possible to satisfy the needs of everyone. But it may be possible to satisfy requirements to some extent, if proper and intelligent use could be made of wagons that are there.

Reference has been made to the Chittaranjan Workshop. As hon. Members pointed out we are proud of our achievement here. But it must be our endeavour to manufacture cent. per cent. of the materials in our country itself. It was pointed out that as much as 70 to 75% of the locomotive parts are now made in India. One hon. Member pointed out that it might go up to 85 per cent. during the next year or so. But I would be very happy when I hear that all the parts required are manufactured in our own country. There may be difficulties about patent rights or other matters, but these could be got over. Even if we have to pay large amounts to purchase the patent rights we have to do that.

In regard to the construction of new lines, the railway line from Ernakulam to Quilon has been sanctioned and work on it started. But the very important commercial centre—Alleppey—has been left out. This town should somehow or other be connected up. I also suggest that the construction of the Tuticorin—Trichendur—Cape Comorin line should be undertaken. One important suggestion I wish to make is that an effort should be made to provide the country, especially small places and villages—with narrow gauge railways. There are thousands of miles of lines which are required and if every Member had the opportunity to speak, each one would have suggested a hundred or more miles. Surely some of these requirements can be met by the laying on of narrow gauge lines. I commend this to the consideration of the hon. Minister.

Shri Sarmah: I need no apology for taking up ten valuable minutes of this House. Some of my friends, as I was rising to speak, hinted that I might be speaking for Assam. But if it is thought—that I am going to speak only for Assam, then I have been misjudged. The first and foremost matter of importance that I would like to draw the attention of the hon. the Railway Minister to is the State of Tripura. That North-Eastern portion of India, leaving aside the people of Punjab and Bengal now included in Pakistan—has suffered the most on account of the partition of the country. Specially so in respect of Transport. Tripura is a Part C State. It was formerly connected with India by rail through East Bengal. Now after partition Tripura is completely cut off from the rest of India except by air. Lately a road was being constructed, this has also not been completed till now.

I submit that if the Railway from Karimgunj which runs to Kalkalighat now is extended by about 20 miles to Tripura this State can be connected with the rest of India. I commend this to the careful consideration of the hon. the Railway Minister.

The hon. the Railway Minister in the course of reply to the Railway Budget debate in the Council of States was quoting figures in respect of ticketless travel. In the course of it he mentioned Assam and said that he felt shy to give the number of ticketless travellers there. It is heartening to find that our Minister feels delicacy or shyness. How it is to be devoutly wished that highly-salaried administrative officers of the Railway Department would have the same refinement in their conduct and action. I submit that if the number of ticketless travellers is high in Assam it is due to the planned action on the part of the railway officials. How do I say that it is the result of the planned action of the railway officials in that part of the railway passing through

[Shri Sarmah]

Assam? The counters for selling tickets are not opened till about the time when the train actually arrives. That is deliberately done. And when the train is about to reach the station the counter is opened. It is mostly either the Mymensingh Muslim settlers or tea garden labourers who are the victims. Some of them might have come half an hour or one hour earlier or even much earlier than that. But they do not find the counter open. At the nick of the time when they have not been able to get the tickets somebody comes and says "you get on". Somebody, either the ticket collector or somebody else takes the money and they are hustled into the train. May be these poor fellows have to pay the fare again when they are detected. That is the sort of thing which is prevailing in Assam. I hope and trust that this aspect of the matter will engage the attention of the Railway Administration and that things will be mended so that the passengers will not be driven to the desperate position of having to travel without tickets.

Also as regards discipline in that part of the country, namely Assam, it needs looking after. Most of the subordinate officials belong to a system of thought or, may I say, ideology which is not congenial or helpful towards either discipline or the social side of matters. Public memory is short ,but it will be remembered that it was in certain Railway colonies that some police officials were murdered. The only suggestion might be that if the higher officers would look to the discipline, things might improve. Now, I may say from my knowledge derived from responsible railway officials that when railway officials are unlawfully detained in their own room by insubordinate junior officers in the railway station and is complained about it, the complaint does not reach the highest official; because the intermediary officials do not want to disclose these shortcomings lest the superior officers might find fault with them. This state of affairs can be improved only if, on an all-India basis, some of the railway officials are transferred from one zone to another.

I compliment the hon. the Railway Minister for his frankly placing the budget before us. Since a long time, I may say in my memory, I am finding, for once, a budget which is understandable and appreciable. Everyone of us appreciates that the hon. the Railway Minister is trying to do his best in the circumstances in which he is situated. But I want to ask one plain question of the Railway Minister, and I hope he will give a plain and categorical reply. What is the policy of his Ministry towards that part of India which is commonly known as the North-East Frontier Agency, Tripura, Assam, Cooch-Behar and all that big slice of India in that corner? What is the policy? If the Railway Minister says that improvements can be effected in one zone after another zone, that is understandable. One would even appreciate it. We would wait for things there to improve. But if it is the policy of the Railway administration to effect improvements in all zones at the same time, then we are very much disappointed. For, what is the plight of transport in that area? The life-line of Assam formerly was, by and large, by steamer. The two steamer companies are owned by British concerns, the I.G.N. and the R.S.N. And the steamers that ply to Assam through Pakistan are manned by Pakistani nationals, each and every one of them. The Serang is Pakistani, the crews are Pakistani nationals. For one thing there are strikes. And then the steamers plying to Assam were detained whenever the Pakistan Government wanted or felt pleased to do so in the *ghats* in their territory. Then what can Assam do to have her goods through?

Of course the Railway Link runs through Indian territory. It is to all appearance very smoothly working. But might I request the hon. Minister to examine and satisfy for himself as to when the parcels or goods that are booked for Assam from Calcutta reach us by that Link? Let him satisfy for himself. For, he is as much interested in that part of the country as anybody else in the House or as I am interested. Let him examine it and satisfy for himself. Goods take inordinately long time to reach Assam.

Last year the hon. Minister was pleased to say that a railway bridge over the Brahmaputra was under consideration. There is a bottleneck there. Subsequently something happened, and we find a different version of it. The railway bridge over the Brahmaputra is an absolute necessity from the security standpoint, from the standpoint of the development of the region and from every other consideration that can be thought of in the interests of the country. Let the hon. Minister not take advantage of any difference of opinion as to whether it should be at Pandu or at Jogighopa

and put it off. We are all unanimous about one point: let the Railway Engineers find out which place is most suitable and let there be a bridge there.

Finally I would submit, let the hon. the Railway Minister be pleased to travel by this Link to Assam once. I know he will have to spend six good, valuable days to reach. I know it. But let him find out things for himself. I do not think that any of the highly paid officers, drawing Rs. 3,000 or Rs. 4,000 per month, would care to travel by that. But I know that Shri Lal Bahadur Shastri would not mind the troubles of travelling by such an inconvenient route. Let him find out for himself what is happening in that part of the country. If he goes *incognito*, well and good. If he cannot, let him go as Minister even. He will find out what is going on there. We are not clamouring for more lines or for more amenities. We are just begging of the Railway administration of India to look after that part of the country and ensure quick movement.

It will be remembered that the Japanese captured Kohima, which is only about twenty miles—as the crow flies—from the nearest railway station or not even that much distance. And the British and American might combined together had to work for four or five months to carry their goods, armaments, guns and soldiers to dislodge a few hundreds of Japanese from Kohima. That way lies the danger to India. So when I am pleading for transport and communication to Assam I am doing so not only for trade, commerce and development of that region but in the interest of the whole country, and I hope that pointed attention will be bestowed on the matters that I have raised here.

Shri M. D. Ramasami (Arruppukkottai): Before speaking on the Railway Budget I thank you for having given me this first opportunity of speaking in this House. Because of not getting a chance to speak in this House, one hon. Member of this House went to the extent of asking me whether I was in the Upper House! I request the Speaker to allow some time to the new comers

I am here to point out the need for providing a railway link to Arruppukkottai town which is in South India. This is a town with a population of more than 50,000 and a big industrial centre and I doubt whether any other town is there in South India or elsewhere with such a large population without a railway link. It is 11 miles on the western side from the nearest railway station which is Virudhunagar and about 30 miles south of Madura. What is more, the area around this big town and the entire area towards the east of it, upto the seashore about 6000 sq. miles, is without any railway link at all. The result is the area is undeveloped commercially and most backward economically. Bus routes are also very limited in this area.

The question of a railway link to this town has a history of its own. A proposal to connect it with Virudhunagar existed so long ago, i.e. 40 years back. I remember to have heard when I was a boy of a survey having taken place for connecting this town with Virudhunagar but for some reason or other it was dropped. This town was on the projected line between Virudhunagar and Mana-Madura, during the years 1930-39. Probably due to war, this project was dropped and ever since it has not been reopened. There appears to have been some correspondence for linking Mana-Madura with Tuticorin *via* Maniyachi and linking Arruppukkottai but that also has not seen the light of day so far. In spite of representations which have been carried on during these 40 years, Government have not paid their attention to this important line. I am rather surprised at the anxiety on the part of the Government in linking very small villages like Arantangi and Karaikudi rather than connecting such a big town as Arruppukkottai with the nearest railway station. We of Arruppukkottai feel that vested interests of the western part of the district which had advanced industrially as a result of the railway link are behind this palpable omission. There are unfortunately some instances to prove this. The Arruppukkottai Municipal Council of which I am the Chairman, passed a resolution in 1950 requesting the Madras Government to recommend the formation of a railway link to Virudhunagar but the Government of Madras turned down the proposal. They said that Arruppukkottai town has got very good motorable roads and that they are sufficient for the present and that no railway link is necessary. The reply appeared to be obviously curious and funny. The Council protested that if it is argued that a railway link is not necessary where there are very good motorable roads, then surely no town in India can fight for a railway link at all. The Government stood firm in its obstinacy, however, and said it saw no reasons to reconsider this view.

[Shri M. D. Ramasami]

My humble request is that owing to the importance of Arruppukkottai, taking into consideration its population, its industry and its proximity to Virudhunagar which is growing into an industrial town, the question of linking Arruppukkottai with Virudhunagar or forming Mana-Madura Virudhunagar line must be seriously considered and put into execution as early as possible. It is not a new scheme that I am putting forward. The scheme has been there for a long time in its several forms and only Government will have to apply its mind to consider it.

It is significant also that we find double lines in several parts all over India. That portion of Arruppukkottai and the area east of it however is without any railway link so far.

Another point about which I want to speak is the anomaly in regard to catering in the South Indian Railway. There are now estabilished on the railway stations in the Southern Zone two kinds of restaurants, vegetarian and non-vegetarian and monopoly to sell coffee is given only to vegetarian stalls and not to non-vegetarian stalls. Knowing that the non-vegetarian stalls are patronised most by the travelling public, the monopoly should have been given to the non-vegetarian stalls and not to the vegetarian stalls People going to the non-vegetarian stalls for tiffin are forced to go to the vegetarian stalls for taking coffee. I think it is high time that this anomaly is abolished.

सरदार ए० एस० सहगल : सभापति जी, माननीय रेलवे विभाग के मंत्री जी ने सन् १९५३-५४ का जो लेखा पेश किया है और उस में ९.४८ करोड़ की जो बचत बतलाई है, उस के लिये मैं उन को धन्यवाद देता हूं। सभापति जी, रेलवे के अन्दर बंटवारे के समय हम देखेंगे कि तेंतीस हजार पांच सौ छैहत्तर मील की रेलें भारतवर्ष को मिली और ३१ मार्च सन् १९५२ में वह चौंतीस हजार एक सौ बीस थीं। १९५१-५२ में खोली गयी जुम्ला रेल की सड़कें ७६१ मील थीं। इस से यह मालूम होता है कि हमारे कार्यों में काफी उन्नति की गयी है। पहली शिकायत जो हमारे तीसरे दरजे के मुसाफिरों को थी वह भीड़ की थी, अब वह भी बहुत कम हो चली है और इस के साथ ही बहुत सी ट्रेनें जो थोड़ी दूर तक जाया करती थीं उन को आगे बढ़ा दिया गया है और यह बहुत बड़ा कार्य किया गया है। १९४८-४९ में हमारे यहां जो पैसेन्जर ट्रेनस् (Passenger Trains) थीं वह अड़तीस हजार सात सौ पैंसठ मिलयन (38765 million) थीं, अब सन् १९५१-५२ में वह बढ़ कर उनतालीस हजार पांच सौ इक्यावन मिलयन हो गयी हैं। इन सारी चीजों को देखते हुए यह मानना पड़ेगा कि ट्रेनस् की माइलेज (mileage) में १५ सैंकड़े की और पैसेन्जर में २ सैकड़े की वृद्धि हुई है। इस के साथ साथ जो नये डिब्बे तीसरे दर्जे के लिये तैयार किये गये हैं और उन में जो सुविधाएं मुसाफिरों को दी गई हैं उन सब को देखते हुए तथा १९५२ में करीब करीब बीस हजार पंखे थर्ड और इन्टर क्लास के डिब्बों में लगाये गये और इस के साथ साथ और भी रेलवे यात्रियों के लिये सुविधाएं दी गई जैसे आरामहाल, तथा विश्रामग्रहों का बनाना, प्लेटफार्मों को बढ़ाना और ढंकना, बिजली की रोशनी, पंखे और आरामहाल, इन सब चीजों से मालूम होता है कि वास्तव में रेलवे ने बहुत सराहनीय कार्य किया है और इस वास्ते जो बजट उन्होंने पेश किया है सन्तोषदायक है। विश्रामग्रहों में खानपान की व्यवस्था, पीने के पानी की व्यवस्था तथा ज्यादा भीड़ को कम करने पर ध्यान दिया गया है।

सभापति जी, इस के अलावा हमारे सामने एक लेखा और भी पेश किया गया है और वह लेखा वह है जिस को पबलिक अकाउन्टस कमेटी (Public Accounts Committee) ने पेश किया है, उस रिपोर्ट

में बहुत सी चीजें बताई गयी हैं। कंचनपारा, प्रोटो टाईप कोचेज, टेलको मैनुफ़ेक्चर और चितरंजन के बारे में मैं आप से अर्ज़ करूंगा कि आखिर इन सारी चीज़ों की व्यवस्था कब शुरू हुई और कैसे उन सब का यहां पर जिक्र आया। अगर हम पबलिक अकाउन्टस कमेटी ने जो रिपोर्ट दी है, उस सारी रिपोर्ट को यदि हम ठंडे दिमाग़ से देखें और उस पर सोचें और विचारें तो हमें मालूम होगा कि आखिर यह कहां से शुरू हुई, कैसे शुरू हुई और कब शुरू हुई, और गल्तियों को दिखाना हमारा और आप का कर्त्तव्य है। इस का यह मतलब नहीं कि यदि कोई गल्ती हुई तो उस का ढिंढोरा हम लोग दूसरे देशों में पीटें। सभा के सदस्यों का यह कत्तव्य है कि यदि हमारे ऐडमिनिस्ट्रेशन (Administration) में, जिस के हम और वे दोनों भागी हैं, गल्तियां होती हैं तो हमें और उन्हें सब बातों को सोचना होगा और ठीक करना होगा इस में हम सब की जिम्मेदारी है।

सभापति जी, इस के साथ ही साथ मैं यह अर्ज़ करूं कि माननीय मंत्री महोदय ने दो लाइनें खंडवा से हिंगोली और चांपा से कोरबा और इस के साथ जो दूसरी तीन लाइनें हैं तथा साथ में जो रेल रोड पुल उन्होंने मोकामा घाट में बनाया है, इस के बारे में कोई दो रायें मेरे पास नहीं हैं सिवा इस के हम मुबारकबाद दें और देना भी चाहिये। मैं उन से अर्ज़ करना चाहता हूं कि लोक सभा के सदस्यों पर उन्होंने जो बड़ी भारी जिम्मेदारी डाल दी है यानी जो वह सदस्यों की एक कमेटी बना कर उस के कंधों पर बहुत बड़ा भार डाला है इस से मालूम होता है कि जो हमारे लोक सभा के मेम्बर हैं उन्हें क्या क्या काम करने पड़ेंगे।

(i) Extent of corruption prevalent among various categories of Railway employees in their dealing with the public.

(ii) Methods adopted by the staff concerned.

(iii) Causes of corruption.

(iv) Responsibility of the using public.

(v) Defects, if any, in rules and regulations which leave loopholes for corruption.

(vi) Remedial measures, both administrative and legal, to eradicate this evil in all its aspects.

यह जो चीज़ें हैं उस की बड़ी भारी जिम्मेदारी आज वह माननीय सदस्यों पर देना चाहते हैं। मैं तो यह कहूंगा कि हमें सारी चीज़ों को देखते हुए अपने कर्त्तव्य का पालन करना चाहिये। हमें विचार करना चाहिये कि हमें कितनी जिम्मेदारी दी जा रही है और माननीय मंत्री महोदय यह समझते हैं कि जो सदस्य हैं यदि उन के कंधों पर जिम्मेदारी दी जायेगी तो वह अच्छी तरह से उसे निभायेंगे। सभापति जी, मैं तो कहता हूं कि यह चीज़ जितने भी हम सदस्य हैं उन को अपने ऊपर लेनी चाहिये और उसे पूर्ण करना चाहिये। हमारी जो गल्तियां हैं, और जो शिकायतें हम को मिलती हैं उन का लेखा हम अपने मंत्री महोदय को बतलायेंगे, इस तरह से हम देश का ज्यादा भला कर सकते हैं और सरकार की मदद पहुंचा सकते हैं। सिर्फ़ टीका टिप्पणी करने से कार्य नहीं चलेगा।

सभापति जी, इस के साथ मैं आप से कहूं कि बिना टिकट चलने वालों के लिये उत्तर प्रदेश और बम्बई में वहां की सरकारें खास पुलिस और स्पेशल मैजिस्ट्रेटों (Special Magistrates) की मदद से कार्य कर कर रही हैं। लेकिन ईस्टर्न रेलवे में जो हेडक्वार्टर्स स्क्वैड (Head quarters Squade) काम कर रहे हैं वह एक बहुत बड़ी चीज़ है। इस वक्त जो

[सरदार ए० एस०सहगल]

वर्तमान स्टाफ़ है जो कि मामूली टिकट चैक करता है, उस के ऊपर यह हेडक्वार्टर स्क्वैड बनाये गये हैं वे लोग जा कर के उन लोगों की जांच किया करते हैं जो कि बिना टिकट पाये जाते हैं और जिन को वह टिकट कलेक्टर्स (Ticket Collectors) नहीं पकड़ पाते हैं। इस से मेरा तो यह खयाल है कि हमें आगे चल कर फ़ायदा ज़रूर होगा और यह एक बहुत बड़ी बात है। लेकिन इस के साथ ही साथ मैं यह सुझाव दूं कि उन की तन्ख्वाहों में जो कि आप की पुराने वी० एन० आई० (V.N.I.) और ई० आई० आर० (E.I.R.) में हैं फ़र्क है उस में बहुत रद्दो बदल है, उस को उन को ठीक करना चाहिये।

सभापति जी, इस के अलावा कुम्भ मेलों के लिये जो तख्मीना बना कर रक्खा गया था जो कि हमें कमेटी की रिपोर्ट से मालूम हुआ, मैं कहना चाहता हूं कि मेले वग़ैरह के इन्तज़ाम के लिये ठीक ठीक तख्मीना बनाना चाहिये ताकि कोई किसी क़िस्म की कमी उस में न आये।

सभापति जी, तीन नई एक्सप्रेस ट्रेनें (Express Trains) सन् १९५१-५२ में चलीं : दिल्ली से बेजवाड़ा, मद्रास से कलकत्ता और कटिहार से अमीन गांव। इस सम्बन्ध में मैं उन को यह सुझाव दे देना चाहता हूं कि आप की जो एक्प्रेस ट्रेन बम्बई से नागपुर तक आती है, उस को यदि वह कलकत्ते तक बढ़ा दें और जो ट्रेनें नागपुर से कलकत्ते तक, दो पैसेन्जर्स और एक मेल जाती हैं। इसी के साथ साथ रायपुर से ले कर बस्तर तक जो १९८ मील लम्बी जगह है उस में आज तक कोई ट्रेन नहीं है। वहां जो मोटर से सुबह लोग चलते हैं, क़रीब शाम को ८ बजे तक रायपुर पहुंचते हैं।

अगर इस एक और लाइन को बना दिया जाय तो बड़ा भारी कार्य पिछड़ी समाज के लिये हो जायेगा। इस के साथ ही साथ एक ट्रेन बिलासपुर से ले कर के कटनी, बीना, कोटा और मथुरा हो कर जानी चाहिये। मैं समझता हूं कि बिलास पुर से कटनी तक दो पैसेन्जर चलती हैं, इसी तरह से कटनी से ले कर बीना तक दो पैसेन्जर ट्रेनें चलती हैं और बीना से कोटा तक दोनों पैसेन्जर्स ट्रेनें चलती हैं, एक एक्सप्रेस ट्रेन दे दें तो बड़ा कार्य देश के लोगों का करेंगे जो निहायत ज़रूरी है। बिलासपुर मंडला लाइन जो सरवे (survey) हो गया है उस पर ध्यान देने की कृपा करें।

मैं आप से बहुत सी बातें कहना चाहता था और खास कर के जो फ़स्ट फ़ोर इअर्स (First four years) की जो रिपोर्ट है, १५ अगस्त, १९४७ से ले कर १५ अगस्त १९५१ तक, उस में जो चीज़ें दी गई हैं, मैं कहता हूं कि उन को हमें अच्छी तरह से अध्ययन करना चाहिये। उन में बहुत सी बातें बताई गई हैं जैसे :

No.	*Chapters*
I.	The Situation during 1947-48.
II.	Resolving the deadlock and Liquidating the Bottlenecks.
III.	Railway Finance.
IV.	New Separation Convention.
V.	Fares and Freight Rates.
VI.	Towards Better Services to Public.
VII.	Railway Reorganization: Re-grouping of Railways.
VIII.	Railways and their Staff.
IX.	Development and Forward Planning.
X.	Conclusion.

यह जो चीज़ें हैं, इन चीज़ों से हम पता लगा सकते हैं कि चार वर्षों में जो हमारे रेलवे

विभाग के मंत्री हैं उन्होंने क्या काम किया है उसके लिये मैं उनको बधाई देता हूं और धन्यवाद देता हूं । उन्होंने जो रेलवे बजट रक्खा है उस के लिये वह हाउस के हर कोने से बधाई के पात्र हैं ।

کھانی جی - ایس مسافر (امرتسر): سبھاپتی جی ! میرے پاس وقت بہت تھوڑا ہے - اس لئے میں کوئی تمہیدی بات کہے بغیر ہی ایک دو باتوں کے متعلق ضرور کہونگا - یہ تو مانی ہوئی بات ہے کہ ہمارے ریلوے وبھاگ میں کچھ انتی ہوئی ہے - اور اس کو پبلک نے بھی مانا ہے - میں مسافر ہوں اور زیادہ تر سفر میں ہی رہتا ہوں اس لئے مجھے کچھ زیادہ پتہ بھی ہے اور تجربہ بھی ہے - اس لئے جو کچھ میں کہوں گا - میرا خیال ہے کہ ہمارے مانلیہ منتری اس پر ذرا زیادہ خیال کرنے کی کرپا کریں گے -

ایک بات میں پھر کہتا ہوں کہ ایک اچھی بات ضرور ہمارے ریلوے وبھاگ کے متعلق کہنے والی ہے - اور وہ یہ ہے کہ ریلوے وبھاگ نے جو ہمارا پہلے ٹائم کے متعلق امپریشن تھا اسے بدل دیا - ہم جب آپس میں بات کرتے تھے - دو دوست بھی مل جاتے اور آئندہ ملنے کا ٹائم مقرر کرتے تھے تو کہتے تھے کہ کیسا ٹائم ہے - انگریزی ٹائم یا دیسی ٹائم - حالانکہ اس کے اندر تھوڑا مذاق بھی ہوتا تھا - لیکن یہ بات ضرور تھی کہ ہم لوگ ٹائم کی ذرا کم پرواہ کیا کرتے تھے -

امپریشن اب بدل گیا - ہمارے سورگباسی سابق منتری ریلوے وبھاگ شری گوپالا سوامی آئنگر نے اس وبھاگ میں جو تجاویزیں کیں اور ان سے جو کام ہوا - مجھے خوشی ہے کہ ہمارے موجودہ منتری جی نے اس بات کو برابر قائم رکھا - بلکہ میں لالہ اچلت رام جی کی تائید کرتا ہوں کہ اس کو آگے بڑھایا - اور اب بڑے زور سے اس کو آگے بڑھا رہے ہ ں - اور دوسری بات جو مجھے کہنی ہے وہ یہ ہے کہ میں اس کے متعلق بھی مانلیہ منتری کو دھنیواد دیتا ہوں کہ وقتاً فوقتاً میں نے جو تجاویز پنجاب کے متعلق دیں - پنجاب چونکہ ایک بارڈر پراونس ہے اور بھی بہت سی باتیں ہیں جو اسٹریٹجک نقطہ نگاہ سے میں کہتا رہا ہوں ان کی طرف بہت دھیان دیا ہے - پٹھان کوٹ سے مکیریاں تک لائن بنائی گئی -

اس سلسلہ میں ایک بات کہنا چاہتا ہوں - ابھی ابھی میرے ایک بھائی نے ذکر کیا تھا ایک ڈسٹرکٹ ہیڈ کوارٹر کا جہاں کہ ریل نہیں ہے - مگر ہماری یہ بدقسمتی ہے کہ ہمارے پراونس کا جو کیپیٹل ہے وہ بھی مین لائن سے دور ہے - اس طرف آپ کا خیال تو گیا ہے - منتری جی نے جو اسپیچ کی ہے اس میں یہ بتلایا ہے کہ چلتی گڑھ کو مین لائن

[گیانی جی- ایس- مسافر]

اسے بھی بن جانا چاہیئے اور اس کا فیصلہ ہو جانا چاہیئے - میں نے یہ بات دو نکتہ خیال سے کہی ہے - ایک تو اسٹریٹجک نکتہ خیال ہے - جو لائن بٹالہ سے کادیان کو ملاتی ہے - اگر اس سے ہرگووندپور - بٹاری یا بیاس اور آگے پٹی اور کھالڈا کو ملا دیا جائے تو ایک بڑی بھاری ضرورت جو پیریلل لائن کی تھی وہ پوری ہو جائے گی - دوسرے وہ علاقہ بہت زرخیز ہے - پنجاب ایک کھیتی باڑی کا صوبہ ہے - لیکن ڈیوائڈ ہونے سے وہاں بہت سی کمیاں ہو گئی تھیں وہ اب پوری کی جا رہی ہیں - گرو مور فوڈ کے متعلق وہاں بہت کام ہوا ہے - ہرگوندپور ایک بہت بڑی منڈی بن سکتی ہے اگر اس کو ریلوے سے ملا دیا جائے - وہاں پر کوئی کنویئنس کا ذریعہ نہیں ہے - اس لئے میری یہ گذارش ہے کہ یہ جو بٹالہ سے کادیان تک لائن ہے اس کو آپکسٹینڈ کرنے کی طرف پورا دھیان دینا چاہیئے - یہ دو باتیں تو میں نیو لائنس کے متعلق کہنا چاہتا تھا -

ایک اور بات بہت ہی ضروری ہے جس کا مانٹیک منتری جی نے ذکر کیا کہ مال کے کرایہ کی آمدنی کم ہو گئی ہے - انہوں نے اس کا یہ کارن بتلایا کہ کام مندا ہو گیا ہے - اس معاملے میں میری رائے اور ہے اسپاٹ تھوڑا دھیان دینے کی ضرورت ہے - سے ملانیکی جانچ پڑتال کی جائے گی - اور اس کے بعد اس کو مین لائن سے ملایا جائے گا - اس کے لئے انہوں نے پراویزن کیا ہے - لیکن میں یہ کہنا چاہتا ہوں کہ سروے کے عنوان کی بجائے یہ زیادہ اچھا ہوتا اگر وہ سکو نئی لائنوں کے پہلے عنوان میں رکھتے - اس وقت چنڈی گڑھ کو ملانے کی زیادہ ضرورت ہے کیونکہ اس وقت کیپیٹل بن رہا ہے اور اگر اس کو اس وقت ملا دیا جائے گا تو گورنمنٹ کو اس سے بہت زیادہ فائدہ ہوگا - فائدہ تو بعد میں بھی ہوگا مگر اگر اس کو ابھی ملا دیا جاتا تو زیادہ فائدہ ہوتا - وہ تین ، چار یا پانچ میل کا ٹکڑہ ہے - اس وقت وہاں کام بہت زوروں سے ہو رہا ہے - اس لئے اگر اس کو اس وقت ملا دیا جائے گا تو ٹرانسپورٹیشن اور لیبر وغیرہ کا بہت فائدہ ہوگا - تو ایک تو میں یہ گذارش کرونگا -

دوسری گذارش مجھے یہ کرنی ہے کہ جو نئی لائنس کا عنوان ہے اس میں ایک بات اور بڑھانا چاہیئے - بہت عرصہ ہوا کہ پنجاب کے لئے یہ فیصلہ ہو گیا تھا کہ بٹالہ سے ہرگووندپور کو اور آگے بٹاری یا بیاس سے ملا دیا جائے - بٹالہ سے کادیان تک لائن موجود ہے - اس سے آگے کے لئے زمین بھی تیار کر لی گئی تھی اور بھی کام ہو گیا تھا مگر لڑائی کی وجہ سے وہ نہیں ہو سکا -

ہے کہ جو افسر نیچے سے اوپر جاتے ہیں وہ اس کا کارن ہوتے ہیں - میں سمجھتا ہوں کہ یہ ٹھیک نہیں ہوگا کہ ان لوگوں کو آگے نہ بڑھنے دیا جائے جنھوں نے اس ڈپارٹمنٹ کی بیس یا پچیس برس خدمت کی ہے - صرف یہ کہہ کر کہ ان کو بہت تجربہ ہے اور اس لئے وہ اچھی رشوت لے سکتے ہیں - یہ بات مجھے ٹھیک نظر نہیں آتی - میں سمجھتا ہوں کہ اچھا آدمی چاہے وہ نیچے سے آیا ہو یا اوپر سے - اس کو رکھنا چاہئیے - ان کا اچھا ہونا ضروری ہے - لیکن یہ طے کر دینا کہ نیچے والا اوپر نہ جائے یہ ٹھیک نہیں ہے - جو انہوں نے پبلک مین کی بات کہی وہ ٹھیک ہے - لیکن میں سمجھتا ہوں کہ یہ ضروری نہیں ہے کہ جو بھی بڑا افسر ہو وہ پبلک مین ہو - کیونکہ جو ہمارے مانلیہ منتری ہیں - ان سے زیادہ پبلک مین اور کون ہو سکتا ہے - اور وہ ان افسروں کے اوپر ہیں -

تو ایک بات اور کہہ کر میں ختم کرونگا - سبھا پتی جی ! مجھے معاف فرمائیں گے - میں ان کو دھنیہ واد دیتا ہوں کہ انہوں نے مجھے وقت دیا - میں کچھ نئی گاڑیوں کے متعلق کہنا چاہتا ہوں - جس طرح پبلک کا یہ کہنا ہے کہ ریلوے ڈپارٹمنٹ بڑا پلکھوال ہو گیا ہے اسی طرح یہ بھی کہنا ہے کہ یہ نئی گاڑیاں بہت تکلیف دہ ہیں - مجھے یہ تکلیف میں کل ہی جگادھری سے آ رہا ہوں - جگادھری ایک بہت اچھا انڈسٹریل ٹاؤن ہے - میرے دریافت کرنے پر وہاں مجھے یہ پتہ چلا کہ اس وقت دو ہزار گاڑی کا مال وہاں پڑا ہوا ہے جن کو Priority ملی ہوئی ہے مگر تین مہینے سے وہاں ویگنوں کا کوئی انتظام نہیں ہے باقاعدہ بکنگ نہیں ہوتی - ہزاروں من سامان ٹرکوں سے لایا جا رہا ہے - اس سے ریلوے کا بہت نقصان ہوتا ہے - زیادہ کہنے کا وقت نہیں ہے - تو میں اشارے کے طور پر یہ عرض کرتا ہوں کہ اس کی طرف ضرور دھیان دیا جائے -

ایک بات میں بہت ضروری کہنا چاہتا ہوں جو کہ ہمارے شری ٹنڈن جی نے بھی کہی تھی - یہ کرپشن کے بارے میں ہے - یہ بات تو آجکل عام ہو گئی ہے - میں ان کی اس بات سے تو سہمت ہو سکتا ہوں کہ جیسا کرپشن اور ڈپارٹمنٹس میں ہے ویسا ریلوے میں بھی ہوگا - مگر انہوں نے جو اس کو دور کرنے کا طریقہ بتلایا اس سے میں سہمت نہیں ہوں - رشوت دینا اور رشوت لینا یہ تو لازم اور ملزوم ہیں - یعنی جب تک کہ لینے والا اور دینے والا دونوں ہی موجود ہیں تب تک یہ چیز کسی بھی ڈپارٹمنٹ سے دور نہیں ہو سکتی - لیکن میں سمجھتا ہوں کہ یہ کہنا ٹھیک نہیں

[گیانی جی- ایس- مسافر]

خود محسوس ہوئی دیوٹے میں
لمبے قد کا آدمی ہوں - ان گاڑیوں
میں سر اوپر لگتا ہے - اگر کمپارٹمنٹ
میں چار مسافروں کا سامان بھی
ہو تو پیر رکھنے کی بھی جگہ نہیں
رہتی - یہ آرام ان میں ضرور ہے کہ
ایک بھرا پانی وغیرہ کے لئے پوچھتا
رہتا ہے - مگر ان میں اکوموڈیشن
بہت کم ہے - ابھی جب میں بمبئی
سے آیا تو مجھے دقت محسوس ہوئی -
ہمارے شری لال بہادر شاشتری جی
مجھے معاف کریں گے - ان نئی
گاڑیوں میں ایک چھوٹے قد کا آدمی
تو سما سکتا ہے لیکن میرے جیسے
آدمی کے لئے بہت مشکل ہے -

باتیں تو مجھے بہت کہنی تھیں-
لیکن وقت بہت کم ہے - اس لئے
میں پھر مانلیہ منتری جی کو دھنیہ واد
دیتا ہوں اور ان سے عرض کرتا ہوں
کہ وہ میری باتوں کی طرف ضرور
دھیان دیں -

(English translation of the above speech)

Giani G. S. Musafir (Amritsar): Mr. Chairman, as time is short I would just say one or two things directly without introduction of any kind. It is an admitted fact that the Railway Department has made considerable progress. The public also accepts this view. I am musafir (traveller) and spend most of my time in safar (travel). Therefore, I claim to have some knowledge and experience of travel and I hope the hon. Minister would give special consideration to what I say.

One thing about the Railway Department is certainly commendable and that is that the Railway Department has brought about a change in our impression of time, which we have hitherto held. When two friends used to meet and fixed a time for their next meeting, they used to enquire jocularly whether that was to be *Angreji* Time or *Desi* Time. But it is a fact that we used to care less about time. This impression is now changed, I am happy to note that the schemes initiated by the late Shri Gopalaswami Ayyangar, the previous Railway Minister and the work done according to these schemes has been consistently carried on, and as L. Achint Ram has said, even extended by our present Minister. I would also thank and congratulate the hon. Minister for giving full consideration to the suggestions made by me from time to time regarding Punjab and its strategic importance as a border province and for constructing a line from Pathankot to Mukerian.

An hon. Member just referred to a District headquarter, where there is no railway line. It is our misfortune that the capital of our province is also distant from the main line. You have, of course, paid attention to this matter. The hon. Minister said in his speech that after conducting the necessary survey Chandigarh would be linked with the main railway system, and that he had made provision for it. To my mind, it would have been better if instead of putting it under the head 'Survey', it had been put under the first head of 'New lines'. The need for linking Chandigarh with the main railway system is greater now because the capital is under construction at this time and it would be a big advantage to Government. Of course, this advantage will be there even if it is linked afterwards, but if it is done just now, it would be more advantageous. The piece of land involved is three to five miles long and work is in full swing there. If it is linked at this time, there will be much saving in regard to transportation and labour.

I would also make a suggestion regarding the addition of an item under the head 'New lines'. A long time ago it was decided that in Punjab, Batala should be linked by railway line with Hargovindpur and further with Butari or Beas. A line from Batala to Qadian already exists. For its extension, the land had already been prepared and other work had also been done, but it could not be completed on account of the war. It should now be completed. I suggest this for two reasons. From the strategic point of view, if the line from

Batala to Qadian is extended to Hargovindpur, Butari or Beas and further on to Patti and Khalra, the very great need of having a parallel line would be fulfilled. The second consideration is that this tract is very fertile. Punjab is an agricultural province but on account of partition, it has become deficient in many respects. These deficiencies are now being made up and there has been considerable activity in connection with the Grow More Food drive. If Hargovindpur, which has no means of conveyance, is linked by rail, it can develop into a big *mandi*. I would therefore, request that full attention should be paid to the matter of extending the Batala-Qadian line.

The hon. Minister has stated that there has been a fall in the revenue from goods traffic and he has attributed it to slump in business. I hold different views in this matter. I reached here from Jagadhri only yesterday. It is a very good industrial town. My enquiries there revealed that two thousand wagons were required for the priority goods accumulated there, but for the last three months no wagons were coming forth. There is no regular booking. Thousands of maunds of goods are brought in trucks causing great loss to the Railway. I have no time to dilate on this point, but this matter needs urgent attention.

Regarding corruption in the Railways. I agree with Shri Tandon that just like other Departments, it exists in the Railway Department also. But I do not agree with him on the method he has suggested for its removal. So far as the bribe-taker and the bribe-giver are there, corruption cannot be eradicated from any Department. But I do not think it is correct to say that it is due to the junior officers being promoted to higher posts. It would not be fair to bar promotion of those who have served this Department for 20 to 25 years simply on the ground that being very experienced, they would be very adept in taking bribes. I do not think it is justified. I am of the opinion that the persons employed should be good and honest persons. It does not matter whether they have been appointed to the high posts directly or have risen from the ranks. But it would not be proper to lay down the rule that junior officials are not to be promoted to higher posts. I agree with him that public men should be appointed to high posts, but it is not necessary that every high officer should be a public man, as there can be no greater public man than our hon. Minister and they are higher than the officers.

I would say one thing more and then conclude my speech. It is about the new coaches. It is true that the Railway Department has become very punctual. But it is also a fact that the new coaches are very uncomfortable. In these coaches one cannot stand up without the ceiling touching one's head. I felt this discomfort myself as I am a tall man There is no room to step inside if the compartment contains the luggage of four passengers. Of course, the amenity of a bearer serving drinking water is provided but the accommodation in them is too little. During my journey from Bombay, I felt this discomfort. In the new coaches, a short-statured man might be accommodated but not a person like me. As there is no time, I would conclude now, but I would request the hon. Minister to consider my suggestions.

श्री बी० डी० शास्त्री (शाहडोल-सिद्धि): आदरणीय सभापति जी, इस समय केवल दो मिनट का समय रह गया है....

Mr. Chairman: Let the hon. Minister proceed with his speech. If he does not finish we shall see whether we can sit further. If the House agrees, we shall sit up to 7-30.

श्री बी० डी० शास्त्री : आदरणीय सभापति जी, मैं इस अवसर प्रदान के लिये आप को धन्यवाद देता हूं। रेलवे का बजट संसद के सामने है। उस पर काफ़ी आलोचनायें और प्रत्यालोचनायें हुई हैं। मैं भी उस पर अपने कुछ विचार रखना चाहता हूं। मैं सब से पहले रेलवे के भ्रष्टाचार की तरफ़ प्रकाश डालना चाहता हूं। हमारे आदरणीय शास्त्री जी बड़े सीधे सादे और सरल स्वभाव के हैं। लेकिन इस के साथ ही वे भ्रष्टाचार के बड़े विरोधी हैं। लेकिन जब हम रेलवे विभाग के भ्रष्टाचार की तुलना और विभागों के भ्रष्टाचार से करते हैं तो हमें मालूम होता है कि रेलवे विभाग में गवर्नमेंट आफ़ इंडिया (Government of India) के और सब विभागों से अधिक भ्रष्टाचार है। मैं अपनी आंखों देखा एक छोटा सा वाक्या वर्णन करता हूं। मैं इलाहाबाद से सतना आ रहा था। मैं ने देखा कि एक आदमी दौड़ा दौड़ा आया और गार्ड के पास पहुंच कर

[श्री बी० डी० शास्त्री]

उस के कान में कुछ कहा और उसी कम्पार्टमेंट (compartment) में आ कर बैठ गया जिस में मैं बैठा था। उस के दूसरे स्टेशन पर टी० टी० आई० (T.T.I.) आया। उस ने जांच की तो उस आदमी के पास टिकट नहीं था। उस ने कहा कि मैं ने गार्ड को सूचित कर दिया है उस के बाद बैठा हूं। आगे जा कर जब गार्ड से पूछा गया तो उस ने कहा कि मुझ से इन्होंने कुछ नहीं कहा। मुझे याद नहीं है। अब वह आदमी बड़ी परेशानी में पड़ा। अन्त में यह निर्णय हुआ कि उस से दूना किराया वसूल किया जाय। लेकिन वहां एक तीसरा शख्स और आया और उन तीनों का गुट हुआ। उस के बाद पता नहीं उस आदमी को क्या ले दे कर छोड़ दिया गया। सतना के स्टेशन के बाहर हमारी उसकी भेंट हुई। मैं ने उस से पूछा कि तुम कैसे छूटे। क्या तुम्हें दूना पेमेंट करना पड़ा? उस ने कहा नहीं जनाब, मुझे दूना पेमेंट क्यों करना पड़े? रेलवे में करप्शन (corruption) जारी रहे। मुझे जितना किराया देना चाहिये था उस से भी कम दे कर छूट गया। तो कहने का मतलब यह कि इतना करप्शन और कहीं नहीं है। इस में एक व्यक्ति का करप्शन नहीं है बल्कि एक कम्पनी सी है जिस में गार्ड हैं, टी० टी० आई० हैं, स्टेशन मास्टर हैं और न जाने कौन कौन हैं। इस तरह का मिला जुला भ्रष्टाचार है। मुझे तो विश्वास है कि कोई भी व्यक्ति आज भी इलाहाबाद से बिना टिकट बैठ जाय और वह कुछ पैसा दे कर छूट जायगा। अगर अंदाजा करना है तो हमारे मंत्री जी किसी को भेज कर इस का अन्दाजा कर सकते हैं। इस तरह भ्रष्टाचार अपना पथ आगे बढ़ा रहा है।

इस के अलावा मैं कुछ वैगन्स (wagons) के मुताल्लिक़ कहना चाहता हूं। रेलवे के नियम के अनुसार तो मुझे एक भी वैगन मिलना कठिन है लेकिन २००,३००,४०० रुपये दे कर मैं चाहूं जितने वैगन् ले लूं और आसानी से मुझे घर बैठे सारे वैगन मिल जावेंगे। यह भ्रष्टाचार के सम्बन्ध की रूपरेखा है।

7 P.M.

तीसरी श्रेणी के विश्रामालय के सम्बन्ध में भी मुझे कुछ कहना है। तीसरी श्रेणी के जो विश्रामालय हैं मैं कहूंगा कि वे पशुओं के लिये कांजी हाउस की तरह हैं। वह एक सिरे से बने हैं, रात में मुसाफिर उन में पड़े रहते हैं और कभी वहां कुत्ते आ गये, कभी घोड़े आ गये, कभी गधे आ गये और वे आदमी को कुचलते, रौंदते निकल जाते हैं। बेचारे भड़भड़ाए उठते हैं कि क्या है और फिर वह लेटते हैं और फिर उठते हैं। यह वहां की समस्या है। मैं नहीं कहूंगा कि फर्स्ट, सैकिड, इंटर के लिये यह बात है, वहां का तो कहना ही क्या, वहां तो शायद यह हीं पहुंच पावेंगे। लेकिन जहां २७ गुना या २८ गुना आदमी ठहरते हों और वहां यह दशा हो कि जो पशुओं से भी बदतर हो तो यह एक बड़े संकोच और दुःख की चीज़ है।

दूसरी बात मुझे कहनी है तीसरी श्रेणी के डिब्बों के बाबत। तीसरी श्रेणी में जो कम्पार्टमेंट होते हैं वह भी काफी गन्दे होते लेकिन उन में जो लैट्रीन (latrine) होती है वह इतनी छोटी होती है कि कुछ नहीं कहा जा सकता। इंटर और सैकिन्ड में जाने कितनी बड़ी होती है, लेकिन थर्ड क्लास में बाथ रूम तो होता नहीं, वहां जो लैट्रीन होती है वह इतनी छोटी होती है कि उस में मुश्किल से एक आदमी बैठ सकता है और वहां बैठने वालों की संख्या तीस गुनी ज्यादा होती है। तो यह लैट्रीन की दशा है। तो मैं

चाहूंगा कि इंटर और सैकिंड क्लास में जितनी बड़ी लैट्रीन होती है कम से कम लैट्रीन तो उतनी बड़ी थर्ड क्लास में होनी चाहिये जिस से उन का निस्तार हो सके।

तीसरी बात यह है कि मेल और एक्सप्रेस में थर्ड क्लास के डिब्बे न होने के बराबर हैं। एक डिब्बा केवल थर्ड क्लास का होता है, और बाकी उस में सैकिंड, इंटर और फर्स्ट क्लास के होते हैं। तो थर्ड क्लास के पैसेंजर जो कलकत्ता से बम्बई जाना चाहें वह तो शायद खड़े खड़े भी मुश्किल से जा सकते हैं, उन्हें बैठने का आराम तक नहीं मिलता और ज्यादातर चलने वाले थर्ड क्लास के ही मुसाफिर होते हैं। मैं चाहूंगा कि मेल और एक्सप्रेस ट्रेन्स में थर्ड क्लास के डिब्बे ज्यादा जोड़े जायें जिस से जो तीसरी श्रेणी की जनता है उस को ज्यादा राहत मिल सके।

चौथी बात है रेलवे के तीसरी और चौथी श्रेणी के कर्मचारियों के बारे में। तीसरी और चौथी श्रेणी के कर्मचारियों के निवास की समस्या बड़ी टेढ़ी है। उन की समस्या आज तक हल नहीं हो पाई। मैं यह कहूंगा कि मेरे आदरणीय मंत्री ने काफ़ी अच्छा कदम उठाया है। फिर भी अभी वह सन्तोष-जनक स्थिति कही जाय, यह मुश्किल चीज़ है। किन्तु मेरा विचार है कि अगर वह अपनी यही विचारधारा रखेंगे तो सम्भव है कि यह समस्या भी हल हो सकेगी।

पांचवी बात मुझे कहनी है रेलवे बोर्ड (Railway Board) की बाबत। रेलवे बोर्ड के सम्बन्ध में एक सुझाव पेश करता हूं। सम्भव है कि वह मान्य न हो लेकिन सुझाव यह है कि अगर रेलवे का बोर्ड इस तरह बनाया जाय कि उस में एक तिहाई आदमी रेलवे मजदूरों के रिप्रेजेंटेटिव (Representatives) हों, और एक तिहाई आदमी जनता के रिप्रेजेंटेटिव हों, और एक तिहाई आदमी सरकार के रिप्रेजेंटेटिव हों तो शायद बहुत अच्छी तरह से समस्या हल हो सकेगी, क्योंकि जनता के रिप्रेजेंटेटिव, उन के प्रतिनिधि उन की दिक्कतों को, मजदूरों के प्रतिनिधि, उन की दिक्कतों को सामने रख सकेंगे और सरकारी कर्मचारी अपनी दृष्टि से भी देख सकेंगे। अगर इस तरह से रेलवे बोर्ड बने तो शायद बड़ी अच्छी तरह समस्या सुलझ सकती है और इतने बड़े विवाद की भी आवश्यकता न पड़े। आप यह कहें और आप को यह शंका हो सकती है कि एक तिहाई जनता के प्रतिनिधि और एक तिहाई मजदूरों के प्रतिनिधि ज्यादा हो जायें और उन के मिलने से गवर्नमेंट फेल हो जाय। तो मेरा सुझाव है कि इस के लिये विशेषाधिकार रखे जा सकते हैं। विशेषाधिकार आप रख लें, लेकिन मैं कहूंगा कि जनता और मजदूरों की आवाज़ हमेशा बोर्ड के सामने आया करे तो इस के लिये ज़रूरी है कि एक तिहाई लोग उन के रख लिये जायें। इस से समस्या बड़ी अच्छी तरह सुलझ सकती है।

एक बात फिर मुझे जांच कमीशन के बाबत कहनी है। जांच कमीशन के बारे में मेरे आदरणीय मंत्री जी ने इस रेलवे बजट के सिलसिले में घोषित किया है कि जांच कमीशन का होना निहायत ज़रूरी है। लेकिन अगर इस में कांग्रेस के ही आदमी रहे तो शायद उसी तरह हो कि "स्वामी दिन को रात कहें तो मैं तारे चमका दूं", इसलिये अगर विरोधी दल के लोग भी रहेंगे तो उस से अच्छी आलोचना हो सकेगी। उन को अधिकार तो मिलता नहीं, आलोचना करनी है। तो सही तरीके पर वह आलोचना करेंगे तो इस से रेलवे मंत्री के सामने कुछ ज्यादा सुझाव आ सगे केंऔर ज्यादा अच्छी तरह समस्या सुलझ सकेगी। मेरे कहने का मतलब यह नहीं है कि कांग्रेस के आदमी न

[श्री बी० डी० शास्त्री]

रखे जांय। कांग्रेस के भी और विरोधी दल के आदमी भी रखे जांय।

अब सब से अधिक महत्व का विषय है विन्ध्य प्रदेश में नयी रेलवे लाइन का। पिछले साल से मैं ही नहीं बल्कि अधिक लोग इस कोशिश में हैं कि विन्ध्य प्रदेश की रेलवे समस्या हल हो। मैं उस कांस्टीट्यूएंसी (Constituency) से आ रहा हूं कि जिस कांस्टीट्यूएंसी में ८० प्रतिशत लोगों ने रेल देखी ही नहीं। जब मैं जाता हूं और कभी रेलवे की चर्चा होती है तो वे लोग ताज्जुब से कहते हैं कि भाई सुनते हैं कि रेल बहुत बड़ी होती है तो कितनी बड़ी होती है? कहने का मतलब यह है कि वह लोग रेल देख भी कैसे पावें? एक तो वह बैकवर्ड क्लास (Backward class) में हैं, अब ५० मील, ६० मील, ७० मील पहाड़ी रास्ता पार करें तब उस के बाद मोटर की लाइन मिले। फिर मोटर से आवें तब कहीं सवा सौ डेढ़ सौ मील की दूरी के बाद रेलवे लाइन मिलती है। तो इस तरह विन्ध्य प्रदेश में रेलवे की निहायत कमी है जिस के बाबत कई बार रेलवे मंत्री महोदय से मिला गया। शायद वह इस को अपने दिमाग में न रख सके हों। केवल इसी दृष्टि से नहीं कि केवल वहां के यातायात की अवस्था को देख कर रेलवे लाइन बनाने के लिये कहा जा रहा है।

Shri Raghavaiah (Ongole): On a point of order. May I know whether there is quorum in the House?

Mr. Chairman: I think there is quorum.

Shri Raghavaiah: I think it is 50.

Mr. Chairman: Yes. There is quorum.

श्री बी० डी० शास्त्री: खनिज पदार्थों की भी विन्ध्य प्रदेश में इतनी ज्यादती है कि आप को मालूम होगा कि बी० ऐन० रेलवे की लाइन प्रान्त में सिर्फ दो तीन खानों पर जाती है।

Mr. Chairman: The hon. Member has already taken ten minutes. I want to put in two more speakers.

श्री बी० डी० शास्त्री: मुझे दो मिनट और चाहियें, मैं आप से प्रार्थना करूंगा कि दो मिनट का समय मुझे और दिया जाय। नयी रेलवे के सम्बन्ध में वहां बहुत जरूरत है। मुझे इस के लिये पहले कहना चाहिये था, मैं बाद में इस को कर गया।

तो वहां दो कोल (coal) की खानें हैं, एक धनपुरी और दूसरी उमरिया, केवल यहां बी० ऐन० रेलवे की लाइन गयी है। यह रेलवे मंत्री को मालूम होगा कि उस से कितनी ज्यादा धनी कोल की खानें और हैं। लेकिन वहां रेलवे लाइन नहीं है, यह मैं नहीं समझ पाता क्यों? अभी अभी गवर्नमेंट ने सरवे (Survey) किया है और धनपुरी और उमरिया से कई गुना ज्यादा कोल की खानें उस भाग में पड़ी हैं, विन्ध्य प्रदेश में, जहां की मैं चर्चा कर रहा हूं। इसलिये वहां रेलवे लाइन होना बहुत आवश्यक है। और वहां केवल कोल की ही दो चार छः खानें नहीं, बल्कि वहां जिप्सम की खानें, कुरंड की खानें, माइका (Mica), ताम्बा, लोहा सारी चीजें वहां इतनी प्रचुर मात्रा में हैं कि वहां अगर रेलवे लाइन निकाली जाय तो वह विन्ध्य प्रदेश जो आज एक छोटा सा प्रान्त डैफिसिट (deficit) में चल रहा है वहां जाने कितनी आमदनी हो सकती है और न जाने कितनी मदद वह गवर्नमेंट आफ़ इंडिया को भी दे सकता है। तो मैं चाहूंगा कि विन्ध्य प्रदेश के सम्बन्ध में मेरे दयालु

श्री शास्त्री जी वहां भी अपनी दयादृष्टि प्रदान करें, मैं नहीं समझ पाता कि विन्ध्य प्रदेश का चित्र श्री मंत्री जी के सामने क्यों नहीं आया । अभी हाल में ही काटजू जी वहां गये थे ।

Mr. Chairman: The hon. Member had told the chair that he would hardly take five minutes, if he is called upon to speak but he has taken 12 minutes already. That means he has taken two minutes from the time of some other hon. Member. If he is so insistent, I will have no objection but he should consider that this will not be fair

श्री बी० डी० शास्त्री : मैं सिर्फ एक मिनट में समाप्त कर देता हूं । सिर्फ एक मिनट का समय चाहता हूं ।

अभी डाक्टर काटजू, गृह मन्त्री जी वहां गये हुए थे । उन्होंने इतनी उदारता दिखलाई कि विन्ध्य प्रदेश के प्राय: सभी जन प्रतिनिधियों से मिले । सभी पार्टियों के लोगों को मिलने का उन्होंने सुअवसर दिया । जितने लोग भी उन से मिले सब लोगों ने रेलवे ख्वाहिश की । इस पर उन्होंने कहा कि मैं बड़े ताज्जुब में हूं, यहां तो मेरी जगह रेलवे मन्त्री को होना चाहिये था । लेकिन जब मैं हूं तो मैं इसके लिये प्रयत्न करूंगा । पता नहीं वह विन्ध्य प्रदेश की बात रेलवे मन्त्री के कानों तक पहुंच पाई या नहीं । मैं भी खुद रेलवे मंत्री से मिला और मुझे आश्वासन भी दिया गया था कि जब कोई नयी रेलवे लाइन खोली जायगी तो विन्ध्य प्रदेश की समस्या भी हल की जायगी । लेकिन आज दस बारह लाइनें नयी खोली जा रही हैं किन्तु विन्ध्य प्रदेश का इन में कहीं नाम भी नहीं है । क्या मैं आशा करूं कि हमारे दयालु शास्त्री जी की कृपादृष्टि विन्ध्य प्रदेश की ओर होगी ?

Shri Mulchand Dube (Farrukhabad Distt.—North): I congratulate the hon. Minister on the budget that he has presented.

Shri Nambiar (Mayuram): We are sitting here all the time to hear congratulations.

Shri Mulchand Dube: I see. I will come to the point at once.

Mr. Chairman: No interruptions please. The hon. Member has only ten minutes at his disposal.

Shri Mulchand Dube: The budget is a remarkable one from more points of view than one. It is a record of achievements and it is also a record of some omissions. So far as the achievements are concerned, I might say that the prospect that the country will become self-sufficient in rolling-stock and locomotives in a very short time is a very great achievement and the Ministry is to be congratulated on it.

Then we have the Five Year Plan in hand. It is also said that earnings in passenger traffic and in goods traffic are receding or decreasing. I am surprised to find that there is no suggestion either on behalf of the hon. Minister or his advisers as to how this deficiency is going to be made good. In the first place, I am not quite satisfied that there is this deficiency. We have more goods than we can carry. We have more passengers than we can carry. If there is no decrease either in the number of passengers or in the quantity of goods, I do not see how there should be any shortage or decrease in income. The only inference that I can draw from this is that there is a leakage somewhere. So far as passengers are concerned, in spite of the increase in the number of trains—it is said that 109 more trains have been put on the lines—there is still overcrowding. Then it beats me how the income from passenger traffic is going down. My inference is that there is a leakage and, as has been suggested by hon. Members, ticketless travelling is responsible for this. Ticketless travelling is not done without the connivance of the railway staff. I know of instances in which ticket collectors and others take parties of men from various stations to their destination and take the fares themselves. This is the thing that is happening. Simlarly in the matter of goods, the decrease is not so remarkable. This is more or less a commercial concern and I think some inducement should be offered by the Railway to the travelling public. I do not find anything in the speech of the hon Minister

[Shri Mulchand Dube]

or anywhere as to what inducements are being offered. The inducements can consist of a reduction in fares so that people may be able to travel or may be induced to travel more than they actually do. Similarly, in the matter of goods, if the rates are revised the chances are that the income will increase. But then there is no suggestion on the part of the Railway administration. I asked a member of the Railway Board at a meeting of the Standing Committee as to what steps they were going to take to make up this deficiency and he countered by saying that it was for me to suggest. Now if the members of the Railway Board cannot make any suggestions and if they want to leave it to me, then all I can say is that they are not taking that interest in the work which they should and they are merely carrying on a policy of drift, as it is said. They are not giving the thought that they should to the department with which they are connected.

Then, if we cannot increase the income, we can certainly make savings. Now it is said in one of the pamphlets supplied to us that they pay claims to the tune of 3 crores of rupees every year. Now those claims can certainly be reduced, and if I may say so, if the machinery is tightened up and the organisation is carried on in the manner in which it should be, with that efficiency which it deserves, I am sure the claims that they have to pay can be reduced to 50 lakhs and there can be a saving of 2 crores and 50 lakhs.

[MR. DEPUTY-SPEAKER *in the Chair.*]

The claims arise in this way. Firstly by not carrying goods in proper time—by delay in the transit of goods. Secondly, by pilferage. I come from Farrukhabad from where large quantities of potatoes, water melons and probably other perishables also are carried long distances to Calcutta and Bombay. I think the Railway has to pay claims to the extent of Rs. 50,000 on account of the delay that is caused in carrying this traffic. I am not satisfied about the other thing too in which it is said that the settlement of claims is made within 72 days. This, I think, is not correct. There is some snag somewhere. Now I know of numerous cases in which the claims which have been agreed to be paid have not been paid for more than a year, with the result that suits have been filed and after filing the suits the claims have to be paid including costs. Now this is the manner in which the finances of the Railway are being managed. My submission is that if we tighten up the machinery and if we just organise things in the proper manner, the chances are that we may be able to make good some of the deficiency at least that we are facing. And with the Five Year Plan in hand we cannot really go on with a policy of drift and in the way that we have been doing. I would impress upon the organisation to see that every pie that is spent goes the farthest it can.

I do not like the Public Accounts Committee commenting adversely on the way in which the resources of the Railway have been frittered away, If I may say so, I do not quite agree with the Report of the Public Accounts Committee. I feel that the Committee started investigation long after the thing had been done. The things had been done in a period of stress and strain and in some cases, the system that should have been followed had not been followed It is easy to be wise after the event. But still the railway authorities should, I think take a lesson, open their eyes and see that they are not subjected to this kind of adverse comments by the Public Accounts Committee. My submission is that they should see that things are managed properly.

I may say a word here about the Corruption Committee. I do not think the Corruption Committee is going to solve the problem of corruption.

Shri Nambiar: Is it Corruption Committee or Anti-Corruption Committee, Sir?

Shri Mulchand Dube: Anti-corruption Committee. I stand corrected.

Mr. Deputy-Speaker: Call it by any name. The object is clear.

Shri Mulchand Dube: The *modus operandi* is known to everybody. The highest officers know the manner in which people from the goods clerk to the Engineer and the Stores purchase department make money. If it is intended to root out corruption, I think the hon. Minister should start doing it from the top and the officers below should in the same manner go down removing this evil as far as they can. That is all I have to say.

Shri M. D. Joshi (Ratnagiri South): I have travelled a good deal on railways, and when I see empty benches

in a railway carriage, I feel glad. But when I see empty benches in this House, my heart sinks. However, I am glad that at least one bench is occupied and so long as that is occupied I shall be satisfied that my remarks will go home.

An. Hon. Member: There are others also.

Shri M. D. Joshi: I am certainly thankful to the other Members of the House, for without them I could not address the 'House'.

Mr. Deputy-Speaker: That is quorum.

Shri Feroze Gandhi (Pratapgarh Distt.—West *cum* Rai Bareli Distt.—East): He should be thankful to us.

Mr. Deputy-Speaker: I do not know how to enforce the rule that any hon. Member who takes part in the debate ought to stay on to hear what others say. It seems to be a wrong to the House and to himself.

Shri M. D. Joshi: I am sorry that the Members of the Opposition who are so vociferous have left.

Shri Nambiar: We are here.

Shri M. D. Joshi: Most of them have left.

Shri Feroze Gandhi: You can imagine the strain on us.

Shri M. D. Joshi: I wish to congra- being the first Minister in Free India being the first Minister in free India to celebrate the centenary of the Indian railways. The Indian Railways were inaugurated by that arch Imperialist Lord Dalhousie: that is a patent fact. The object in organismg the Indian Railways was not to provide public utility but to consolidate the British Empire. But the ways of Destiny are very inscrutable and what Lord Dalhousie wished was within a 100 years to be effected completely so that now the railways have become public utility means and we are celebrating the centenary in Free India with a Minister at the head who is given to the service of the Indian community.

I wish to touch upon another point and that is this: that when the Railways were first inaugurated, it was to serve a military purpose. The Railways were not intended for the Indians but for the British Empire. It is, therefore, that we see a network of railways in the North and the North-West. Sufficient mention has been made of the strategic railways by Sardar Gurmukh Singh Musafir and other colleagues. The situation in which Lord Dalhousie found himself in the year 1853 is, I am afraid, being repeated now in another context altogether. India was protected by the British Fleet in days gone by. Now, India has to protect herself. If we look at the map of India that is supplied to us, a very great lacuna appears to me and I am just unfolding this map to show what the lacuna is. Everywhere we see that there is a network of railways, but from Bombay to Mangalore in the South there is absolutely no railway. Now, what is the reason, Sir?

An Hon. Member: The Deputy-Speaker is not seeing the map.

Mr. Deputy-Speaker: I can see; but how can it enter into the records here.

Shri M. D. Joshi: This is part of the official record. Sir, This is supplied to us.

Mr. Deputy-Speaker: I can see it from this distance. The hon. Member need not exhibit it. Can he tell us what it is?

Shri M. D. Joshi: My only purpose was to show that while all the parts have been served by railways, this western part, which will assume an importance of its own in the defence of India is not served by a railway. What is the result? The result is that this part which has been particularly neglected, continues to be neglected as before. I had occasion to refer to this last year when I spoke on transport in a general way. I am referring to this now because this had been neglected by the old British Government. I wish to urge on the hon. Minister the necessity of looking to the transport facilities in this region. If this is not done, what will be the effect? Last evening one of my colleagues Mr. Beli Ram Das narrated the woes of Assam people, people living in Garo Hills; perhaps all that tale of woe can be repeated verbatim and applied to my region, that is the Konkan. The Konkan extends, for 300 miles from Bombay to Goa. I am thankful to the hon. Minister for having made the announcement that they are going to make a survey of the Diva-Dasgaon railway. But the Diva-Dasgaon railway extends only less than 100 miles. The necessity, in my opinion is that instead of the Diva-Dasgaon railway, we shall have to take up the Bombay-Goa railway.

[Shri M. D. Joshi]

That will be the first part of the railway which will have to extend from Bombay to Mangalore, which will be a distance of about 600 miles or more. But, if we have to take up the survey at all, the survey will have to be not of the Diva-Dasgoan railway, which will be merely a branch or a small fraction, but of the railway from Bombay to Goa, a distance of about 315 miles—I mean the outskirts of Goa, for the present. This railway has an importance of its own because in the last war we saw that the British Government in their haste connected all the roads and had a miserable provincial road to serve in times of war. That road is so bad that, when I was in the Bombay legislature, I had invited the Ministers to travel by that road in a bus. I do not invite the hon. Railway Minister to do that but I invite him certainly to open the Bombay-Goa (Konkan) Railway and travel by that route through our part. But before he can do so, I think much time will have to lapse. Our people generally form part of the Bombay workers; the Bombay mill-hands the Bombay clerks. Bombay policemen; all these are supplied by my region, beside very many great intellectuals, whom I need not mention here. But the point is, all the intellectuals leave our region because there are no sufficient means, no industry. Even the ordinary peasants have to go and work for eight months in Bombay. Then they come back. They are not peasants only, they are peasants-*cum*-workers. So this region has remained most backward for want of railway communication. I do not know why it was neglected. The railway authorities had not paid any attention to this. It was the policy of the former Government, which paid them; but it will not pay us.

I will not refer to other defence problems. The defence problem is going to be a huge problem. Bhatkal port is going to be developed as a major port. One of the minor ports of the Konkan will have to be developed and there will have to be an aerodrome also. In order to serve and supplement all these schemes, there will have to be a Konkan Railway and unless that is taken up, this area will remain in permanent darkness. I most humbly, but earnestly, request the hon. the Railway Minister to turn his attention to this very urgent problem and earn the gratitude of the people there.

The House then adjourned till Two of the Clock on Thursday, the 26th February, 1953.